

# GRAIN DEALERS' JOURNAL

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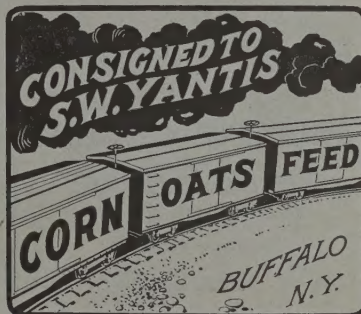
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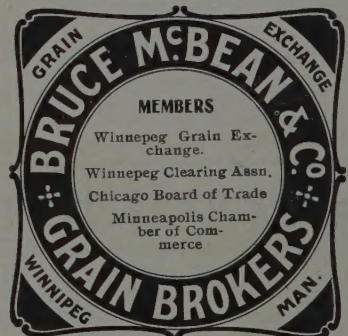
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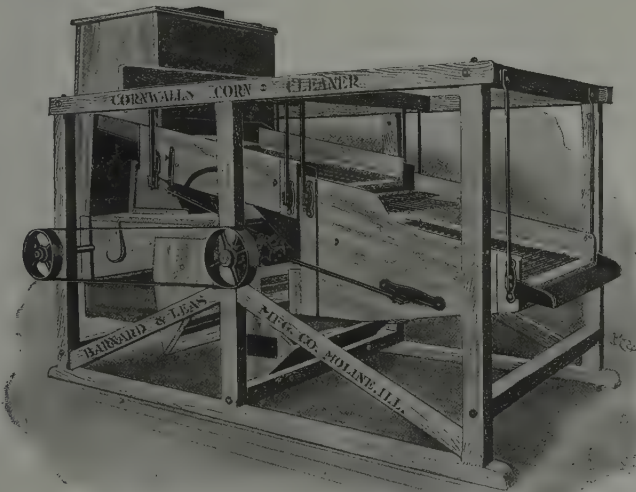
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Has valuable features possessed by no other Cleaner.

Its patent finger sieve will not clog, and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.

This feature together with the double row of steel rods between the two parts of the shaker, over which the corn and cobs must pass, enables the machine to clean the corn thoroughly in one operation.

We also make the Victor Corn Sheller, and a full line of Shellers and Cleaners, while we furnish everything needed in the elevator line.

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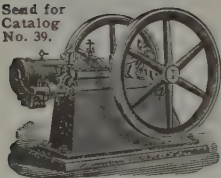
# MOLINE



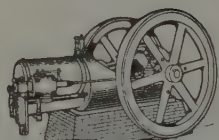
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ENGINESColumbus  
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We claim has no equal and is back-  
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Economical Power for  
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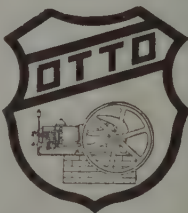
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Send for a catalogue of our Wizard Engine, 2 to 8 H. P., (jump-spark ignition, the same as in the famous Oldsmobile), the most economical small power engine made; fitted with either pump-jack or direct-connected pump. Or, our general catalogue, showing all sizes.

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GASOLINE ENGINE  
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OTTO ENGINES  
Less Repairs and Less Fuel

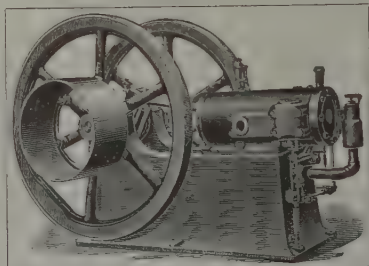
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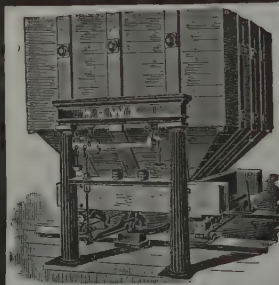
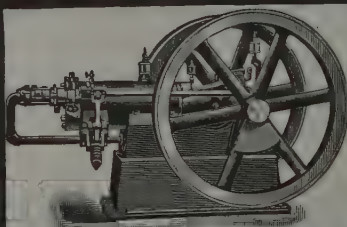
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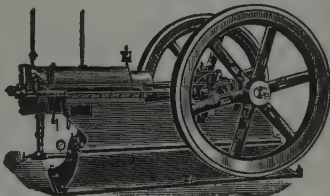
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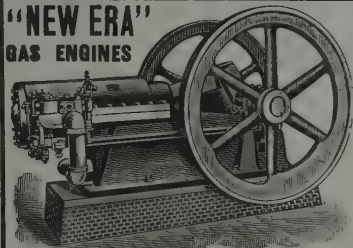
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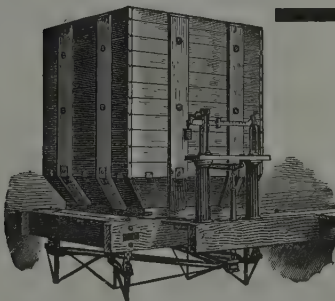


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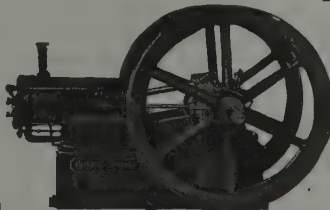
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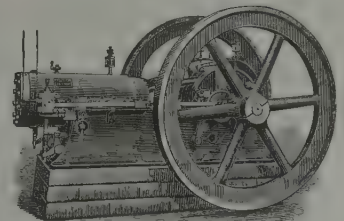
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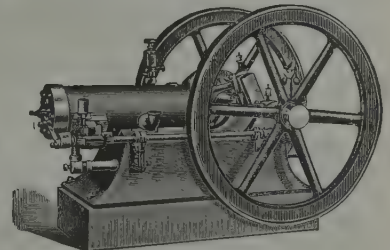
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and all the other points which 18 years experience prove necessary.

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A Pocket Manual of Useful Information for Operators of Gas and Gasoline Engines

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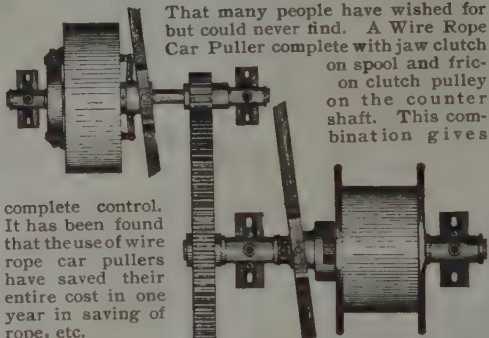
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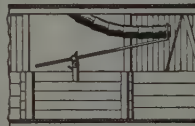
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Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

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### Correct Weights



**Accuracy  
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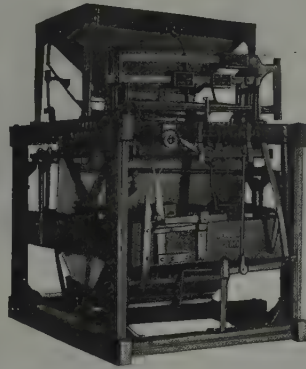
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These machines can be adjusted to suit any elevator.

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Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

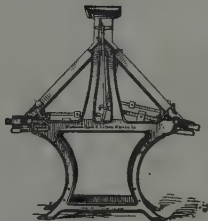
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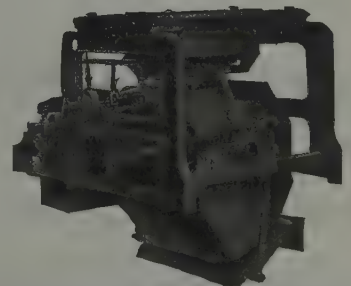
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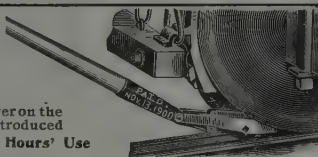
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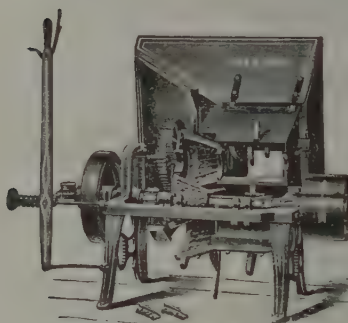
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**JOHN LUND & COMPANY**

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**My Aim**

IS TO BUILD

**GRAIN ELEVATORS**

which are right up-to-date  
in every particular

M. J. TRAVIS, Wichita, Kansas

## FIREPROOF GRAIN ELEVATORS

Designed and erected in any  
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**JAMES STEWART & CO.**

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W. R. SINKS, Mgr.

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This Steel Elevator and Tile Grain Storage

was recently completed

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**The Barnett & Record Co.**

GENERAL CONTRACTORS

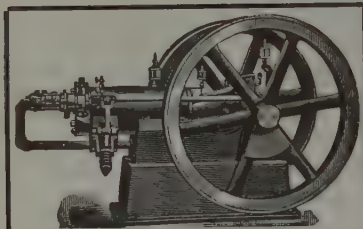
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# The GRAIN DEALERS JOURNAL

## GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

**MANUFACTURERS OF**  
Elevating, Conveying and Power Transmitting Machinery.  
Complete Equipments for Grain Elevators a Specialty.

**York Foundry and Engine Works**

Warehouse: OMAHA, NEBR.  
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We Are Large Manufacturers of  
Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**SYKES STEEL ROOFING CO., Chicago, Ill.**



### "New Era"

Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.

Easy to operate.  
Durable, Safe.  
Cheap as a stairway.

No bother. Time, money and labor savers. Write us for lowest prices and description.

**Sidney Elevator Mfg. Co.**  
*Sole Manufacturers*  
SIDNEY, OHIO

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Let the Grain Dealers Journal  
Want Ads do your work.

*They bring quick returns.*

**E**VERY one in business tries to do the thing that appears advisable and best to do. It is not always clear to him however, what is really the best. It ought to be clear to any one that in choosing between two kinds of elevator Boots the Hall Non-chokable; and the ordinary kind; there could be no two opinions. The former will discount the latter in every possible way as a money maker. It takes less labor, less attention, has less delays, less repairs, less grain mixed, at the same time, does double the work when running and runs steadily.

Can there possibly be any question as to which you should use. Which will pay the best to use?

**Hall Distributor Co.**

222 First National Bank Building  
OMAHA, NEB.



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**HEADQUARTERS**  
FOR

Grain Elevator Machinery  
Friction Clutch Pulleys  
Manilla Rope Transmission  
Power Shovels, Car Pullers  
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WRITE US

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

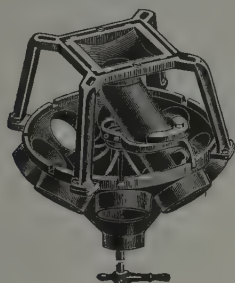
## Modern Grain Elevator Machinery

ELEVATOR BOOTS  
ELEVATOR BUCKETS  
TURN HEADS  
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Our Catalog Sent Promptly on Request.

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# GRAIN ELEVATOR SUPPLIES.



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Non-Mixing  
It's Valuable

WHEN a car famine exists every inch of room in an elevator is valuable. If a hundred bushel space in ten different bins could each be made available ten different times per day they become as valuable as one bin of ten thousand bushels capacity. With

### The Hall Signaling Distributor

you can utilize every inch of space over and over again, without a moments loss of time. The spaces so used are lost entirely with any other device, or worse than lost by repeated mixing of grain.

*Sent on Trial. Send for Booklet.*

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Mill owners will never use this phrase, if they buy their supplies from Strong & Northway. We carry every thing that is **worthy** and **useful** in the way of **Mill Supplies**, and our prices are **always reasonable**.

Years of **practical experience**, a **perfect equipped plant** and a **will to keep things moving**,—enables us to do your **roll corrugating** and **grinding** most **promptly** and **satisfactory**.

Glad to see you or hear from you

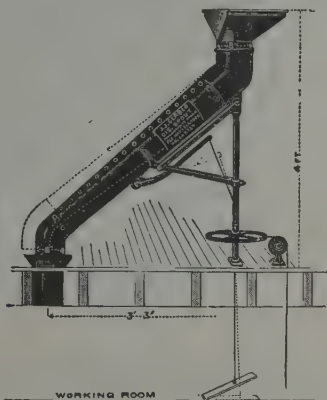
**Strong & Northway**  
**Mfg. Co.**  
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N. W. Agents for Invincible Cleaners,  
Richmond Dust Collectors and  
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## Do You Want

a simple, durable, efficient and economical distributing spout in your elevator? If you do, you will install a

### No. 2 Gerber Improved Distributing Spout



We are specialists when it comes to manufacturing elevator and mill spouting. Write for particulars.

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**Minneapolis, Minn.**

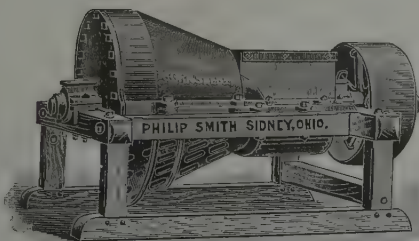
## LOCATIONS FOR FLOUR MILLS and ELEVATORS

A number of desirable locations for flour mills, grain dealers and elevators are open on the lines of the Santa Fe in the southwest. Further information will be gladly furnished on application to the undersigned.



**Wesley Merritt**  
Industrial Commissioner, A. T. & S. F. Railway System  
CHICAGO

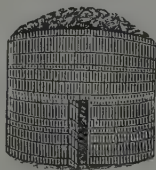
## Corn Shellers, Cleaners, Dumps, Drags



Everything for  
WAREHOUSE  
or ELEVATOR

When in the market, write us

**THE PHILIP SMITH COMPANY**  
**Sidney, Ohio**



### Portable Corn Cribbs and Grain Bins

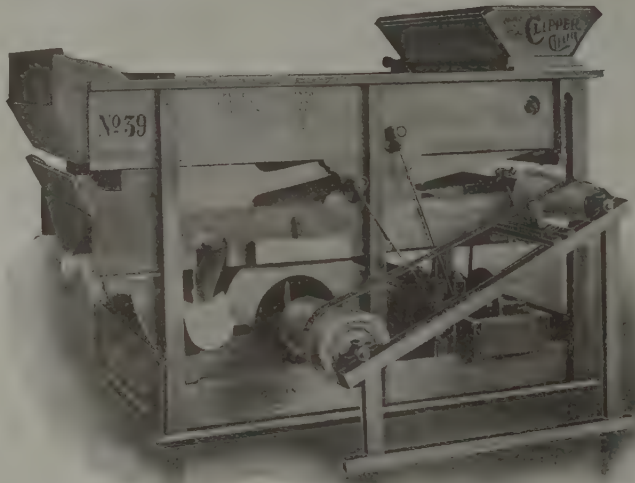
are a great convenience to grain buyers for storing temporarily. They take care of your surplus at a small cost. When through with them you can take them down, roll them up and stow them away for some other time. Write for prices, etc.

The Denning Wire & Fence Co., Cedar Rapids, Ia.





## Ten Reasons Why You Need a "Clipper" Cleaner



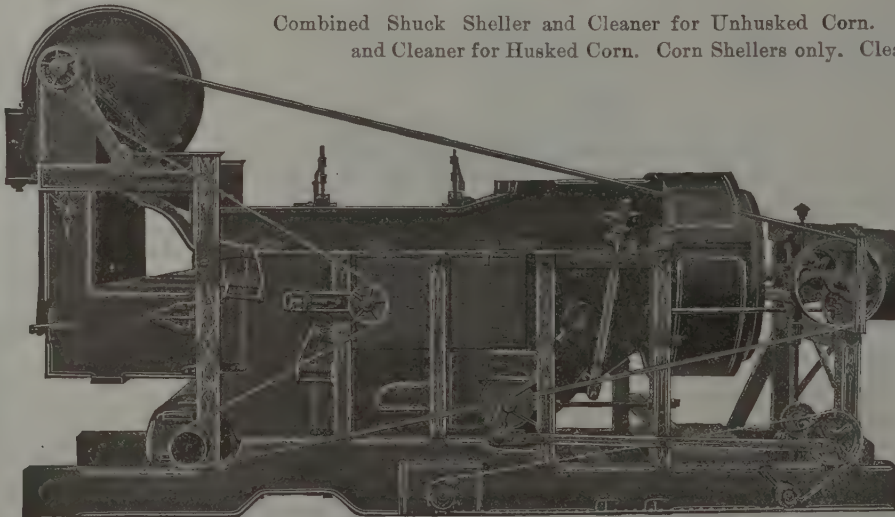
- 1—It is a cleaner that **CLEANS**;
- 2—It is adaptable to any purpose;
- 3—It cleans all kinds of grain, seeds or beans perfectly;
- 4—It cleans more grain with less power than any other cleaner;
- 5—It is simple, strong, convenient and will not get out of order;
- 6—It requires less care and labor to keep it running;
- 7—It is quickly and easily installed;
- 8—It has stood the test of time;
- 9—It is the only successful combination cleaner on the market;
- 10—It will make and save you money.

These are only a few reasons why you need a "Clipper" Cleaner. Write for catalogue and let us tell you more about them.

**A. T. Ferrell & Company, Saginaw, W. S., Michigan**

## NEW PROCESS DUSTLESS CYLINDER Corn Shellers and Cleaners FOR ELEVATOR, WAREHOUSE OR MILL

Combined Shuck Sheller and Cleaner for Unhusked Corn. Combined Sheller and Cleaner for Husked Corn. Corn Shellers only. Cleaners only.



Favored by Insurance Companies because husks are carried out of building.

The New Process Combined Shuck Sheller and Cleaner shown here is the only machine that can be fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

**CLEAN CORN  
CLEAN COBS  
CLEAN HUSKS**

Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE** or **MILL**

**MARSEILLES MFG. CO., Marseilles, Ill.**

## Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

## Sales, Shipments and Returns Book

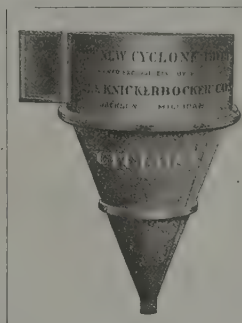
is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.

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**Don't Kill It  
Kill Back Pressure**



There is but one "Cyclone" Dust Collector "THE KNICKERBOCKER CYCLONE"

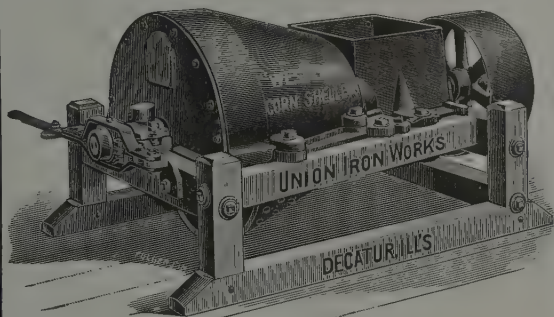
**"The New Cyclone 1905"**

PATENTED AUG. 29, 1905

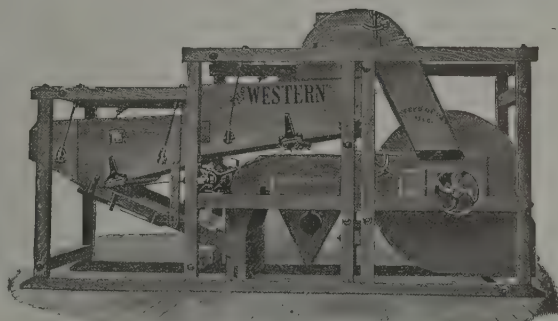
TRADE  
CYCLONE  
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**The Knickerbocker Co.**

Jackson, Michigan



"Western" Warehouse Sheller



"Western" Shaker Cleaner

**Do You Intend to Build an Elevator this Season?**

If so, correspond with or see the

**UNION IRON WORKS**

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*Plans to Suit Each Location by a Licensed Architect*

Manufacturers of the justly celebrated WESTERN MACHINERY—Corn Shellers, Corn Cleaners, Elevator Heads and Boots, Pulleys, Boxes, Shafting, etc.

WRITE FOR OUR CATALOG AND PRICES



## ELEVATORS FOR SALE.

UP-TO-DATE eltrs. in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

ELEVATOR AND COAL BUSINESS in central Iowa for sale or trade for Iowa or Minnesota land. Address H. E. R., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS for sale in the Central and Western States; write for descriptions. Aaron Smick, Elevator Broker, Decatur, Ill.

IF YOU ARE in want of a good elevator, cheap, doing a good business in all lines, call on J. F. Cartwright Co., Davison, Mich.

FOR SALE—A line of six elevators in Western Ohio; can be sold together or separately. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Illinois.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

WHOLESALE SHIPPING BUSINESS, showing \$9,000 average yearly profits during past five years; takes \$7,000 to buy; no scheme. Address M. N. P., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, HAY & COAL Business for sale. In good repair. Gasoline Power. In good town located in excellent territory in Northwestern Ohio. Price \$2,000. Address D, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. 14,000 bus. capacity. Located in a large territory in Northern Indiana. Well equipped with 40 h. p. boiler, 35 h. p. engine corn sheller, 2 cleaners, Clipper seed mill, Bowsher No. 8 crusher and grinder, 2 wagon scales, one hopper scale. Handles from 100,000 to 150,000 bushels of wheat, corn and oats and 1,200 barrels of flour annually. Reason for selling, poor health. Address L. J. Box 5, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

ELEVATOR BARGAINS, from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

NEW ELEVATOR FOR SALE; 20,000 bushels capacity. Good territory. Doing a good business; 6 h. p. gas engine. Address A. D., Hudson, S. D.

FOR SALE—Large, well equipped country wheat elevator in Central Kansas located on the Missouri Pacific R. R. Good crop. Address Crow, Box 6, Grain Dealers Journal, Chicago, Ill.

I HAVE FOR SALE for cash a few good Frisco and Santa Fe elevators in the heart of the wheat and corn belt of Northern Oklahoma. If interested, write Lock Box 734, Blackwell, Okla.

TWO ELEVATORS for sale in the corn belt of Iowa; handle lumber coal and feed at each elevator. Will sell elevators with or without lumber yards. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—one of the very best elevators at one of the best grain points in Kansas. Price \$8,000; part on time; Address Henry, Box 8, Grain Dealers Journal, Chicago, Ill., if you mean business and want a good place to make money.

FIRST CLASS ELEVATOR for sale in northern Indiana. 15,000 bushels capacity. Located in town of 1,000 population. Net profits will pay for this elevator first year. Might exchange. Address Hagey & Hagey, South Bend, Indiana.

ELEVATOR, COAL and ice business located in the best corn and wheat belt of Missouri. Big corn crop ready to move; very large territory; no farmers' elevator to contend with; will sell or trade for small northern farm or town property. Address Hughes, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in corn and oat belt of Iowa; cribbed house; capacity 80,000 bu; good cribs for 20,000 ear corn; 5 acres of land; also handle coal, feed, tile and all building material except lumber; big crop to handle this year; price \$12,000.00; doing a profitable business; reason for selling, poor health. Address Pat, Box 5, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

TWO SMALL ELEVATORS, 26 acres land and desirable dwelling property in good grain territory in Eastern Ind. for sale. Address Lock Box 15, Modoc, Ind.

\$7,000.00 ELEVATOR FOR SALE at less than half price, with best kind of location for a lumber yard in connection with same. This is not a dead property; it's a money maker; never lost a cent for any man. Reason for selling, I am buying Texas land. Address G. D. Henry, Fairfield, Ia.

FOR SALE; 25,000 bu. cribbed elevator, with 35,000 oats storage attached 12 h. p. Fairbanks gasoline engine, Howe scale, modern elevator throughout, 20,000 ear corn capacity; nice coal business in connection; handles 150,000 to 200,000 bu. annually; price \$10,000. Cash. Address Rose, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—elevator, 12,000 bushels capacity, 8 room residence and new barn. Good flour and feed trade. Heart of corn belt. One warehouse and 1 corn crib, 3 dumps in elevator, 1 three pair roller mill and 1 Bowsher grinder for grinding feed, 1 cylinder corn sheller, 1 suction cleaner, 2 fanning mills, 1-40 h. p. steam engine. All in good condition. Price given on application. Address Box 4, De Soto, Iowa.

FOR SALE—A ½ interest in a line of 12 stations on the C. B. & Q. R. R. in southern Ia. and Northern Mo. best business in the country. Having other grain business at Kansas City, my time is required there and I offer this business for sale to some good grain man who will take charge of head office and the general management of the business. Will handle this year 400,000 to 500,000 bu. of corn. I have built this business up myself and it has always made money. What I want is a good experienced grain man, and to one, here is the opportunity of a life time. \$6000.00 will buy a one half interest and the general management of the business. Have already contracted a large amount of the new corn crop and now is the time to get in and handle this big crop. No trades considered, this business will show for itself. If not sold by Jan'y 1st '06, it will not be sold. Come and look at this proposition. Address J. W. Smith, care of Smith-Rauch Grain & Seed Co., Lamoni, Iowa.



# FOR SALE

For particulars see the "Elevators for Sale" columns of the

**GRAIN DEALERS JOURNAL**  
CHICAGO, ILL.

It is the grain trade's accepted medium for "Wanted" and "For Sale" advertisements.

Buy from owner and save commissions.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

## ELEVATORS FOR SALE.

\$7,500 TAKES UP-TO-DATE elevator 35,000 bushels. Splendid coal, flour and feed business in connection. Located in the best grain district in northern Indiana. Net profits will pay for plant in two years. Don't write unless you mean business. Address Indiana, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE; one 5,000 to 10,000 bushel elevator, containing the following machinery: One Victor No. 5 sheller, one Barnard & Leas Cornwall No. 2 cleaner, elevator belts, etc., complete but no engine or boiler. All located on Frisco right of way, Miami, I. T. If you are interested in buying this plant, write us. Dickason Goodman Lumber Co., Kansas City, Mo.

## ELEVATORS WANTED.

ELEVATOR WANTED to rent. Address Box 62, Parkersburg, Ia.

WANT TO RENT or buy elevator. Address, Box 154, Lesterville, S. D.

ELEVATORS WANTED—List your elevator with me. I have cash buyers for good plants. Aaron Smick, Elevator Broker, Decatur, Ill.

ELEVATOR WANTED in eastern South Dakota. Give complete description and lowest price. Address Colt, Box 5, Grain Dealers Journal, Chicago, Ill.

GOOD PAYING ELEVATOR property wanted in exchange for a modern brick business block worth \$16,000 in a good town in Illinois. Address Jos. A. Bridge, Attica, Ind.

ILLINOIS ELEVATOR wanted, which is run-down, preferably one operated by a co-operative company. Address A. G. Billings, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: in good repair, well located, to lease with purchase privilege—Western Ohio or Eastern Indiana preferred. Might take a salary and working interest. Address X, Box 8, Grain Dealers Journal, Chicago, Ill.

HALF OR CONTROLLING interest wanted in elevator in central Ill., that is doing good business or would take the position as manager. Have had seven years experience. Address Mun, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATORS OR LUMBER business or both in North Western Iowa, South Western Minnesota, North Eastern Nebraska and Dakotas, will buy any number for cash, write at once as we want your business. Address No. 736 Postal Telegraph Bldg., Chicago, Ill.

## A PARTNER

### HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

## SITUATIONS WANTED.

POSITION WANTED:—as manager or bookkeeper for live grain firm. Address Lock Box 250, Dawn, Ohio.

EXPERIENCED GRAIN MAN: wants position as buyer or mgr. of country eltr. Address J. S. McCrory, Glen Elder, Kans.

SITUATION WANTED:—in central Illinois or southeastern Iowa. Experience in grain, lumber and stock. Address lock Box 25, Green Ridge, Mo.

MAN OF 15 years experience wants position as grain clerk in charge of country elevator. Give best references. Address P. O. Box 35, Alvin, Ill.

FIRST CLASS MAN wants position as manager of elevator, best of references. 17 years experience. Address, A. W. Walls, New Richmond, Ind.

SITUATION WANTED as manager of an elevator, thoroughly understand the handling and purifying of grain; can give best of references. Address Robt. Nabstedt, Davenport, Iowa.

POSITION WANTED by a man with over 12 years experience in grain, stock and coal business. Good references furnished. Address N. B., Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—by man with over 3 yrs. experience in buying grain, office work, etc.; also handled lumber and coal. Good refs. Address T. W. Box 8, Grain Dirs. Journal, Chicago, Ill.

POSITION WANTED—as manager or operator of an elevator; can do book-keeping and am capable of handling engine and machinery. Good references. Address J. S. Goodwin, Dysart, Iowa.

SITUATION WANTED—by experienced traveling man for grain commission firm. Knows the trade in Minnesota, Iowa and South Dakota. Address J. O. F., Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as auditor or elevator inspector for a line house, or solicitor for grain firm or buyer at station, or any good position; good references. Address Free, Box 8, Grain Dealers Journal, Chicago, Ill.

OWING TO CHANGE with my present employer's elevator I offer my services as an all-around elevator man, from office to handling machinery and grading grain; can furnish reference; salary reasonable to start. Address C. O. Q., Box 2, Grain Dealers Journal, Chicago, Ill.

## SCALES WANTED.

WANTED—Good pair second-hand dormant scales; platform about 3x4; quote price and freight rate. Address J. T. Thomasson, Chattanooga, Tenn.

PLATFORM SCALE of standard make, wanted; capacity 2,000 to 3,000, in first class condition. Address Chas. R. Lull, Chamber of Commerce, Milwaukee, Wis.

## HELP WANTED.

WANTED gasoline engine expert and machinist; one with experience, must be sober. References required. Steady Position. Address Keiser-Van Leer Co., Bloomington, Ill.

WANTED MILLWRIGHT—A thoroughly reliable Millwright and mechanic. One familiar with country elevators also freight and passenger elevator work. Steady position and good wages. Address Keiser-Van Leer Co., Bloomington, Ill.

WANTED: Man to fill position of wheat buyer and elevator and warehouse foreman; steady employment; \$15.00 per week, beginning November 1st. Give references and experience. Address Geo. T. Evans & Son, Millers, Indianapolis, Ind.

## MILLS FOR SALE.

FOR SALE or rent 50-bbl. flour mill in Rock Elm, Wis., Up-to-date; in good order. Address I. H. Milliren, Pepin, Wis.

FOR SALE—One mill consisting of machinery almost new for grinding hominy, meal and feed; located in the heart of the corn belt. A fine business proposition. Address S. W. Allerton, Allerton, Ill.

FOR SALE: a 75 bbl. roller mill with elevator of 20,000 bushels capacity on Monon R. R., all in first class condition. Good grain country. Write for further information. Address J. A. Low & Son, Bainbridge, Putnam Co., Ind.

FOR SALE—Seventy-five barrel, water-power plant; sifter mill with feed, buckwheat and corn meal outfits; all in good condition. Good custom trade. Price \$7,000 on easy terms. For particulars address Parkville Milling Co., Parkville, Michigan.

## SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

LIGHTNING SCALES. Hopper, Wagon, Pitless Dormant, Portable. K. C. Hay Press Co., 459 Mill St., Kansas City, Mo.

SCALE FOR SALE. Fifty-ton Howe track scale and platform timbers complete. Fine order; a bargain. Address The Detrick Milling Co., Tiptecanoe City, Ohio.

NEW AND SECOND HAND Hopper, Platform, Wagon and Track Scales for sale. Get our prices. Satisfaction guaranteed. Beckman Bros., Des Moines, Ia.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U., Chicago, Ill.



**ENGINES FOR SALE.**

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

CHEAPEST POWER on earth. Write for particulars. H. W. Tuttle, 153 So. Desplaines St., Chicago, Ill.

LIGHTNING GASOLINE ENGINES. Simple and durable 3 to 25 h. p. Hay Press Co., 459 Mill St., Kansas City, Mo.

GAS ENGINE for sale, 25 h. p. with fixtures as good as new, run three years. Address Berne Grain & Hay Co., Berne, Ind.

ST. LOUIS CORLISS ENGINE, 20x42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling co., Kansas City, Mo.

BACKUS 2½-h. p. thoroughly overhauled and good as new, \$150.00. 3-½ remodeled gasoline engine, \$150.00. Other sizes furnished. Address J. E. Plunket, 119 Washington Blvd., Chicago, Ill.

FOR SALE: 14x26x42 Allis-Corliss Cross Compound Engine with Allis Jet Condenser. Price, complete and fully guaranteed, \$3,400 f. o. b. Minneapolis. Address Russell-Miller Milling Co., Minneapolis, Minn.

IT PAYS to buy a good engine; Assume no risk! We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago, Ill.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.  
9 S. Canal St. Chicago, Ill.

FOR SALE—One twenty-five h. p. gasoline engine. One twenty h. p. gasoline engine. One ten h. p. gasoline engine. All in first class condition. Will sell at what they are worth, and would take a steam plant or thirty-five horse power boiler in part pay on one or all. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

GASOLINE ENGINES for sale at a bargain.

One 14 h. p. Ohio.  
One 2½ h. p. Rockford Engine.  
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QUICK SALES—PROMPT RETURNS—If you want these let your hay consignments go to S. G. Fairbank & Co., Richmond, Virginia. Draft with B-L attached for 75 per cent honored on all shipments.

## MISCELLANEOUS WANTED.

WANTED—to correspond with experienced grain man familiar with Illinois and Indiana territory. Address J. T. Thomasson, Chattanooga, Tenn.

ILLINOIS CHARTER wanted which will cover the needs of a country station. Give full particulars. H. R. F. Box 8, Grain Dealers Journal, Chicago, Ill.

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For any of the above address,

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BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

MILLING BUCKWHEAT, corn, oats and hay wanted. Quote, delivered. The Rafter Mill Co., Blaine, W. Va.

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255 La Salle St., Chicago, Ill.

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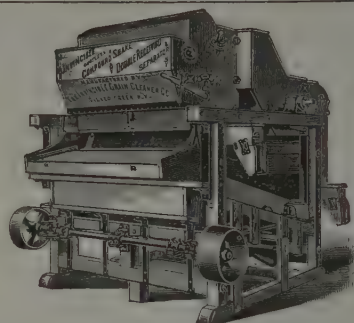
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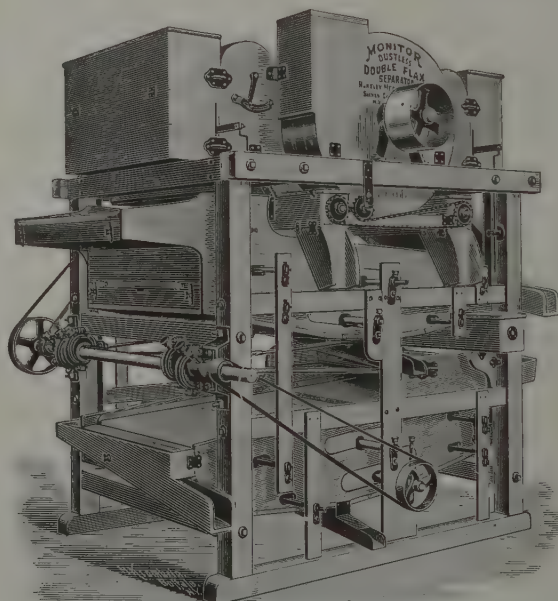
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*Send for our Treatise on Flax Cleaning.  
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## GRAIN DEALERS JOURNAL

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10th and 25th of Each Month

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Entered at Chicago, Ill., Post Office as  
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CHICAGO, ILL., OCTOBER 25, 1905.

YOU can rest assured your scales are not weighing against you only by testing them frequently.

NEW CORN of some sections contains more moisture than usual, hence it must be handled very cautiously for some time to come.

SELLING new corn for November shipment, unless the corn of your section is very dry, is decidedly dangerous. If you wish to indulge in risky speculation patronize the wheat pit.

THE SHIPPER who earns a reputation for plugging cars must always expect his shipments to be looked upon with suspicion and his methods and practices to be considered with prejudice.

VERBAL contracts for the future delivery of grain place your own business in jeopardy and encourage farmers who have not a high regard for their word to resell their grain elsewhere when the market rises.

COUNTRY wheat buyers who believe they can afford to pay as much for dirt and screenings as for wheat should, for their own satisfaction, clean thoroughly several loads. Then compute their loss and show the figures to farmers who attempt to repeat the deception. Few will be so unprincipled as to expect everything to be accepted as wheat.

BIDDING more for grain than is justified by central market prices may enable buyers to get grain, but if they would stay out of the market they could buy it cheaper of their competitors and might make some money on it.

SOUTHEASTERN brokers and buyers who believe in honest methods should, in the interest of their own business and fair dealing get together, drive out the tricksters and disreputable sharks and insure fair profits for themselves.

IT IS gratifying to know that at least in one primary market of the country the buyers are buying from farmers' wagons strictly on grade, and if one farmer has four different grades he gets four different prices.—The market where these same ideas prevail is no other than Manitowoc, Wis.

DURUM wheat continues to find new friends and W. H. Olin, whose query was published on page 424 Oct. 10 number of the Journal, reports hearing from different sections of the country, so it is reasonable to suppose that Colorado will not long experience difficulty in finding a market for its Durum wheat.

MUCH economy in the construction or equipment of your elevator may result in a material reduction of the first cost, but it is very likely to minimize your ability to handle rapidly or advantageously grain offered and can be depended upon to be followed by many unexpected expenses for maintenance.

THE MORE publicity given dealers who refuse to live up to their contracts, the less liable will others be to imitate their dishonorable example and the less opportunity will they have to repeat the offense. Others who learn of their methods, out of consideration for their own interests, will refuse to deal with them.

NO wrong doer has a high regard for publicity as a check on evil when applied to his own case. The Interstate Commerce Commission desires access to the books of carriers and their patrons that they may obtain facts of illegal discriminations, and the President is also a champion of publicity, as every lover of fair dealing should be.

THE TIME for filing claims should not be limited only by the lives of the parties to a deal. The different sections of the trade, in the interests of fair dealing, should agree upon what shall constitute a reasonable time within which claims must be presented and give expression to the majority sentiment in a trade rule. It is not reasonable to ask a shipper to pay demurrage, switching, shortage and other claims eight and ten months after a deal has been consummated. What would you consider a reasonable time?

TRACTION lines are becoming more and more of a factor in the grain business of Ohio and Indiana and no doubt will change existing conditions in other states as the electric intramural lines multiply. They bring the farms nearer to central markets, reduce the cost of marketing grain and cut up the territory of old established buyers in a discouraging manner.

GERMANY'S new tariff, which will increase the duty on wheat 114 per cent, on wheat flour 157 per cent, on corn 212 per cent and 70 per cent on rye, is such a rank discrimination against our exports that the matter will soon be taken up by the federal government in hope of having marked reductions made in the schedules before the new tariff is put into force.

THE NATIONAL Board of Trade, which in years gone by has held a meeting of delegates, discussed national questions and adopted resolutions which were soon forgotten, is striving to reinterest its old supporters, who deserted because of its inefficiency. The National Board could surely wield powerful influence and improve commercial conditions, but to do so it must have intelligent men at work every day of the year.

YOU can not spend time and money to better advantage or more profitably than by attending gatherings of the regular shippers of your district, and when you arrive insist upon meeting every dealer present. The secretary may be much occupied with his other duties, yet he will find time to get the dealers acquainted, for he knows that friendship and confidence follow quickly on the heels of acquaintance. It is essential to successful association work.

BAGS are still loaned to farmers by Ohio and Missouri grain dealers without restriction and without profit. Not because they enjoy sacrificing their meager profits to this long established abuse, but because they have not back bone enough, or sufficient confidence in one another to rid their businesses of this rank imposition. The margin of profit has become so small that dealers are fast recognizing the necessity for them to stop lending or seek relief in bankruptcy proceedings.

AT LAST the stock companies have been whipped into granting reasonable rates on grain stored in the Great Northern steel elevator "S" at Superior. For a time the railroad company issued indemnity certificates to owners of grain, but since the stock companies reduced their rates to a reasonable figure, the railroad company issues no certificates. Henceforth a rate of 50c with eighty per cent co-insurance clause will be issued. This is one of the advantages of fire-proof storage.



IN PREPARING to handle the new corn crop keep in mind the need of ample storage room and well ventilated cribs. The central Illinois buyers who, at the opening of last spring, found corn which they had stored in cribs all winter so soft they could not shell it, were surprised to the extent of several thousand dollars. Most of the corn spoiled so quickly after the opening of spring that it could not be removed and had to be thrown away.

ELEVATOR owners who list their properties with agents to be sold should take time to read the contract presented by the agent before signing it and also insist on having a copy of it. Several grain men have recently complained of being called upon for a commission several years after the property was placed in the agent's hands, when sale was made as a direct result of an ad in the Grain Dealers Journal. It is not fair or right that they should be called upon to pay such commission, but if their contract so provides no doubt it would be cheaper for them to pay, than to fight the case in the courts.

OHIO corn is still very green and the dealers of some sections declare they will not be able to handle new corn with safety until the middle of December, unless freezing weather prevails. The absence of frost and late rains have delayed the drying of corn and even the farmers fear to crib it, hence they are pressing the dealers hard to buy it and its water content at the same price per pound. The dealer with a good drier can take it in any time he wishes and without fear of its spoiling in his cribs or in transit. The proper use of a drier will fortify him against loss on new corn and give him a great advantage over his competitors.

SWITCHING charges for delivering cars to connecting carriers are not justified by the service rendered. In fact the carrier has not performed the service called for by its schedule of rates until the car is delivered to track at destination where the shipper desires to unload it. The I. C. R. R. does not take this view of the grain switched from its track at Chicago, but the Minnesota R. R. and Warehouse Commission has recently ordered the C. M. & St. P. R. R. to desist from its new practice of charging a switching fee for cars sent to other lines for unloading. Where the grain is unloaded at destination point, even tho it be unloaded at an elevator or warehouse on the line of a connecting carrier, the initial carrier can present no justification of any charge in excess of its schedule and doubtless the railroads which now are unduly taxing the grain business for this service, if properly approached, would see the error of their ways and desist, as they have done at St. Louis.

W. H. HARROUN, charged with having forged Bs-L on \$700,000 worth of grain and obtained money on them, was found guilty by a jury last night and the penalty fixed at five years in the penitentiary. This is indeed gratifying news to all members of the trade and especially to receivers who are accustomed to honor drafts. Mr. Harroun is not yet in jail and it may be that the banks who suffered large losses as the result of his speculations may furnish funds in an effort to keep him out of jail.

FOUR men employed by a Peoria elevator have recently been arrested for stealing grain and selling it to an old woman who made a business of dealing in stolen grain. It is gratifying to know that the grain thieves, who so long were looked upon with favor by the courts, are now being punished to an extent that must emphasize the iniquity of purloining grain from cars. A judge at Fremont, Ohio, recently sentenced a man to five years in the penitentiary for stealing a bag of grain. A few sentences of this character will place a permanent check on grain stealing. The courts have so long been disposed to trifle with the thieves many have come to believe they had a right to help themselves.

LOWRY, Minn., business men decided that the only thing to bring prosperity to their town was to establish another elevator company and pay prices above those existing at terminal markets. It was a very easy matter for them to carry their idea into effect, but they did not expect the elevator company, which was paying fair prices for grain at that station, would reciprocate by establishing a general store and emphasizing the large profits made by the store keepers by selling goods at wholesale prices. The farmers are delighted. They are getting high prices for their grain and buying merchandise at cost, all because of the narrow selfishness of the local merchants, who are much wiser, some poorer and very glum.

MINNESOTA elevator men are asked to bear another burden. In fact a member of the state R. R. and Warehouse Commission has commenced to work for a new law which shall relieve farmers and other owners of grain stored in country elevators of any inconvenience or loss as the result of scarcity of cars. The commissioner wants all warehouse charges to stop as soon as negotiable warehouse receipts are presented. At present the owner of grain stored in country elevators must pay storage until a car is furnished for its shipment. The present law is all that can in fairness be asked. If the farmers cannot get cars their complaint is against the railroad companies and the proper place to get relief is before the R. R. and Warehouse Commission.

## DESTINATION WEIGHTS.

Shippers who are willing to be deluded into accepting destination weights by the offer of a 1ct. premium for their grain should make sure that they cannot get the premium without destination weights governing. It does not seem reasonable that any man should be willing to pay 1c premium for the privilege of having his weights accepted in settlement unless he fully intended to dock the shipment enuf to more than offset the premium.

At the Moberly, Mo., meeting a report of which is published in this number, the one cent premium was the only reason given for shippers permitting the grain to be sold subject to destination weights. St. Louis weights, or for that matter, the weights of every terminal market of today, should be correct and above suspicion, and no buyer, regardless of how far into the interior he resides, should be able to gain anything by weighing his purchases at home on an apothecary's scale. The minute he offers a cash premium for the privilege of having his weights control, he casts suspicion upon his own weights, and the shipper who accepts such a proposition must do so with the expectation of losing by the deal.

## DRIVING OUT UNDESIRABLE GRAIN.

The carelessness of grain growers in the selection of seed is so well known to the grain buyers of the surplus states as to require no reiteration here. Altho the dealers of many sections have been disgusted by the continued production of mixed grain and varieties of indifferent quality, in few districts have they been willing to discriminate sharply against grain which is discounted by millers or central market buyers.

Country buyers know the inferior grain will not command as high a price as the good when they come to sell it, and recognize that they encourage shiftless farming by paying the same price for the poor, yet they have not the nerve to stand out against custom. They expect their competitors to pay the same for all, hence fear to do otherwise.

In many sections of Ohio the buyers have wisely joined hands to drive out inferior grain, and in every county where they have held together they have had the pleasure of promoting the interests of their own business, as well as that of the growers. They have refused to buy mixed oats, or corn, white corn or black oats, except at a discount of two to four cents per bushel. Some have procured choice seed of desirable varieties and exchanged it for the undesirable grain, with the understanding that nothing but good grain would be sown henceforth. Others have sold superior seed grain at a good

profit over its cost, and thus been paid directly for their trouble.

Ohio millers have lately adopted the same plan for driving out a poor flour yielding variety of wheat which is grown quite extensively in the Buckeye state, and no doubt will succeed as the grain buyers will work with them in the introduction of superior varieties.

Buyers elsewhere can do as much by pulling together, but so long as they drift along in the old way, accepting whatever farmers have to deliver both they and the growers will be denied the premiums choice grain invariably commands.

NINETY members of a co-operative elevator company at Amboy, Minn., quickly paid the \$50 assessment ordered by the court but forty of the stockholders have seen fit to fight the assessment. The ninety have lost all faith in the large profits accredited to the country elevator business but the forty are still firm believers in the wild statement of the agitators and seem willing to give up more money for lawyers' fees rather than pay the assessment which the court has ordered paid to the receiver.

## DEMAND PREMIUM FOR NO. 2.

Track sellers who have long submitted to a discount from the contract price where grain has failed to grade "3 or better" are not disposed to abandon their demand for a premium over the contract price when a shipment grades better than No. 3. The demand of the track sellers is so reasonable that were all to persist in making it no track buyer would think of refusing.

For a time track buyers stoutly held out against the demands of the track sellers, but recently one Buffalo buyer has started to bidding one-half cent premium where a shipment of white oats grades 2. It will be some time before much new corn will grade No. 3 so that buyers will be able to offer as much premium as they desire for 2 corn without any fear of having to pay it.

The cleaning and improving of grain in country elevators affords an easy way of greatly increasing the revenue from the business, but if the country elevator man were to raise all his grain to the highest grade he would profit nothing from his labor if he persisted in selling on track as "No. 3 or better." Country shippers who will give close enuf attention to the cleaning and improving of grain to attain results in work of this character can realize handsome profits from their labor by consigning or selling by sample, but so long as they persist in selling on track as "No. 3 or better" the door of this opportunity is closed to them.

If you want a premium for No. 2 grain, consign every car which you are confident will be admitted to this grade

and refuse to sell except that you be granted a fair premium for your better grain. It will not require the co-operation of all the track sellers in order that you may secure a premium for better grain. In each case it rests with the individual, but of course the more shippers demanding the premium the sooner will all track buyers grant it.

## INSPECTION RULES NEED REVISION.

The marked patience of the members of the grain trade is nowhere more apparent than in their costly toleration of the indefinite rules governing the grading of grain in every market—a burdensome heritage from the early days of the grain trade.

Today there is a demand for pure white corn, not corn which is  $\frac{3}{8}$  white, but for pure white corn, in fact the corn millers will not accept as white corn any shipments which show even a trace of yellow. There is also a demand from some sections for pure yellow corn. The oat meal miller wants pure white oats, not oats which is  $\frac{3}{8}$  white, and yet, in spite of the demand, of the clearly defined characteristics of the different grains and of the efforts of agricultural colleges to bring about the growing of pure varieties, the authorities having the rule-making power in the different markets are encouraging the remixing of the different varieties by the toleration of old-time, careless verbiage of the inspection rules.

The man who contracts for No. 2 or 3 Yellow Corn would prefer to have yellow corn, not corn which is anywhere from  $\frac{1}{2}$  to  $\frac{3}{4}$  yellow. The inspectors have not time to count the grains and when he buys No. 2 or 3 White Corn, he does not expect to get corn which is  $\frac{5}{8}$  or  $\frac{3}{4}$  white; he wants it all white otherwise the name of the grade is a misnomer.

The trade would be relieved of much trouble and the business simplified by the classification of grain according to simpler rules and we doubt not that the trade among the different markets would be promoted thru the general adoption of uniform rules which would reduce the opportunity for the juggling of values by the mixing house superintendent. The old-time rules, with their "Reasonably Clean," "Reasonably Dry" and "Reasonably Sound" (on the meaning of which no two men will agree) have no place in the business of the methodical clear-cut business man of today.

Painter & Plumber are not mechanics as might be expected from their names, but are regular grain dealers at Barclay, Kan.

Durum wheat sold recently in New York at 3 cents under the New York December price and practically the same as No. 2 Hard Kansas wheat.

REGULATION of freight rates by the Federal Government is the subject of the hour, not only with rail carriers but with the shipping public. The railroads thru vigorous work and the free use of passes hope to smuggle enuf of their friends into the Interstate Commerce Law Convention which convenes tomorrow in this city to thwart the purpose of the supporters of President Roosevelt's view. We have it on good authority that 120 coal men are coming on passes and every one of them pledged to vote against Government regulation of rates. The railroads may turn the convention to the promotion of their own interests and control the United States Senate but they can rest assured that the time is near at hand when they will be forced to discontinue discriminating between places, persons or commodities. The day of rebates, fake claims for damages, false returns of weights and other schemes for helping the strong, and heavy charges for demurrage, switching and reconsigning for the weak firms must be relegated to the past. The shippers of the country will insist upon being treated with more consideration and fairness and always with equity. The rank discriminations of the carriers have strained the patience of the public to the breaking point. Few sane men believe in the efficacy of Government ownership, neither do they believe in the business of the country being absolutely controlled by a few large firms—the creatures of the carriers.

## Imports and Exports of Beans and Peas.

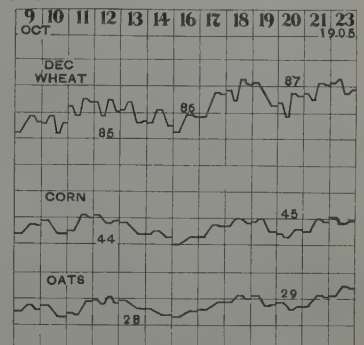
Imports of beans and peas during the 8 months prior to Sept. 1 were 245,870 bus.; compared with 479,331 bus. for the same months of last year.

Exports of beans and peas during the 8 months were 225,140 bus.; compared with 129,481 bus. for the same months of 1904.

Exports of foreign beans and peas during the 8 months amounted to 30,554 bus.; compared with 37,266 bus. for the same months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Oct. 24 are given on the chart herewith.





## Letters From Dealers

### MARGIN OF PROFIT TOO SMALL.

*Grain Dealers Journal:* I am sure that if all the grain buyers would read the Grain Dealers Journal there would be more harmony among local buyers.

As it is, it is dog eat dog. Dealers buy on too small a margin, regardless of consequences; but as a matter of course they know all about it when they have lost their little all. It makes it a hard matter for a buyer to do business who wishes to do a legitimate business, at living prices.—F. C. P.

### A CORRECTION.

*Grain Dealers Journal:* In your last issue, Oct. 10, page 422, I was reported as saying: "That the best guesser was the best grain inspector." What I said was, "It has been charged that the best guesser is the best grain inspector, and that while I was not ready to admit that this was wholly true, the element of guess entered too largely into the work of the inspector, and should and could be eliminated." Kindly correct this and set me straight in the matter before your readers. Yours truly, J. D. Shanahan, Chief Inspector, Buffalo, N. Y.

### RECONSIGNING CHARGES AT ST. LOUIS.

*Grain Dealers Journal:* The Missouri Railroad & Warehouse Commission has issued the following rules on switching and reconsigning charges on grain and hay received at St. Louis, Mo., effective Nov. 1:

On grain consigned to St. Louis or East St. Louis, locally, and ordered immediately to elevator, team track or private track or receiving line, no charge will be made for switching, under rule No. 1.

On grain consigned to St. Louis of E. St. Louis and ordered "hold"; and on grain consigned to points beyond St. Louis or E. St. Louis billed to "order of" or "notify" St. Louis or E. St. Louis parties and ordered "hold," the roads are ordered to give free delivery to elevator, team track, or private track of receiving line, or delivery to direct connections, provided disposition is furnished by consignees within the free time provided for by car service rules. After this time regular switching or reconsigning charge, minimum of \$2 per car will be made according to movement.

On hay consigned to St. Louis or E. St. Louis, locally, and ordered immediately to team track, warehouse or private track on receiving line, rule 4 orders no charge for switching.

On hay consigned to St. Louis or E. St. Louis, locally and ordered "hold"; and on hay consigned to points beyond St. Louis or E. St. Louis, billed to "order of" or "notify" St. Louis or E. St. Louis parties and ordered "hold," the roads are ordered to give free delivery to warehouse, team track or private track on receiving line, or delivered direct to connections, provided disposition is furnished by consignee within the free time

provided for by car service rules. After this time regular switching or reconsigning charge, minimum of \$2 per car will be made according to movement.—Daniel P. Byrne & Co., St. Louis, Mo.

### DOES IT PAY TO BE FRIENDLY WITH COMPETITORS?

*Grain Dealers Journal:* Competing grain dealers in the same town who do not know one another except thru the idle gossip of interested parties, who are bent on sowing discord, can be depended upon to believe nothing good of one another. Under such conditions the dealer is too ready to believe the statement of the man with grain to sell that the other dealer is giving unwarranted conditions in price or terms of sale. Not being personally well acquainted with the other dealer the hearer of the story is more ready to believe what he is told than to go and inquire or call him up on the 'phone.

But when dealers in the same town have attended meetings of a local ass'n and grasped the hand of good fellowship they are more likely to investigate before believing what they hear about their fellow dealer's methods. Nay more, from their closer knowledge of the other dealer's ideas the tales told will be dismissed with contempt as not even worthy of investigation.

As to whether it pays directly to be friendly with competitors no one has failed to see that these meetings always educate dealers up to the idea that all are in business for the profit there is in it. Getting together in a friendly manner has more than all else led to the abolition of unprofitable practices. It certainly does pay to be friendly.—J. H. Henry.

### SHIPPING MALT.

*Grain Dealers Journal:* When malt is loaded into a car and shipped, it shud not be handled again or transferred from one car to another or from dock to boats until it arrives at destination. The greatest losses that maltsters have are those caused by slack malt which has been exposed to moisture in transit, and when it arrives at destination, the consignee refuses to accept it on account of its condition.

It is generally admitted that a car of malt, howsoever carefully it may have been sacked and loaded will deteriorate in quality while in transit, even in dry weather, while the damage is serious in wet weather. Therefore the nearer to the consumptive market the malt making industry is located the better for the consumer.

Under such circumstances, malt can not well be shipped by lake the same as barley; it must go all rail. The market which consumes seventy-five per cent of the malt made in the United States is in the eastern states, so the maltsters in Minneapolis is compelled to calculate upon disposing at least half to three quarters of his product in those places and in so doing he is obliged to figure upon a freight rate of 20 to 27½ per hundred Minneapolis to New York. In purchasing his barley, he is compelled to enter the market in competition with the eastern maltster who buys his barley on a lake and rail basis, which is considerably less than the all rail.

The maltster in Minneapolis when he sells his malt, is obliged to sell it upon

an all rail basis. All other points, intermediate with New York it may be seen are on the same footing as New York, only in their proportion. Thus may be seen the reason why the malting industry in Minneapolis has not made the strides that the industry has made in other cities.—J. J. B. O.

### THE CORN CROP OF 1905 IN THE MISSISSIPPI VALLEY. ITS RELATION TO YELLOW FEVER.

*Grain Dealers Journal:* The Government Report of Sept. 11th, 1905, indicates that, as compared with that of 1904, there were 25 of our states and territories which made a decrease and 19 states which made an increase in their corn production this year. For the purpose in hand, only the percentage of decrease or increase in condition in the states of the Mississippi Valley will be considered. The percentage of increase in eleven states was as follows: Kansas 71; Missouri 63; North Dakota 31; Indiana 20; Nebraska 14; South Dakota 14; Wisconsin 10; Minnesota 9; Iowa 7; Ohio 7; Illinois 2; Kentucky 8½; Tennessee 24; Mississippi 38; Louisiana 32; Arkansas 14; Texas 17.

Especially attention is called to the relative decrease in the percentage of increase from Wisconsin to Illinois and to the relative increase in the percentage of decrease from Kentucky to Louisiana and to the difference in the percentage of increase in Indiana, Iowa and Ohio, which is accounted for by the fact that Indiana lies south of Lake Michigan, a large body of water, extending north and south. Ohio lies south of Lake Erie, a smaller body of water extending east and west, while only a small part of Iowa borders on the Mississippi River. Iowa extends West to the Missouri River Valley, in which, at every period of the growing season, the conditions were favorable in the highest degree for the production of corn; while middle and east Kentucky and Tenn., enjoyed to a considerable extent, the more favorable conditions prevailing in Ohio and Indiana.

Attention is also called to the fact that the greatest increase in the area planted was in Wisconsin, Minnesota, the Dakotas, Nebraska, Kansas and Texas.

For about two weeks, extending over the middle of July, a warm wind from west of south, accompanied by frequent showers and hot sunshine during the days, prevailed over the entire Mississippi Valley, producing a remarkably rapid growth of the corn plants.

The early planted one-fourth of the crop in Northern Illinois had tasselled and silked. The middle planted half of the crop in northern Illinois was tasselled and the ears were formed ready to silk. On the most forward stalks, the silks began to show. The late planted one-fourth of the crop had taken a rapid growth, although the ears had not "shot." The corn fields bore a rich, dark green color, the best evidence of rapid, vigorous growth and the prospect for an enormous yield of corn was never brighter. Then the showers ceased, or were not in excess of a heavy dew, insufficient to lay the dust, and for about two weeks, a brisk wind, directly from the north prevailed over the great valley. No let-up by day or night; the corn stopped growing, the rich dark green of the fields disappeared, the foliage assumed a pale,

yellowish tint, the bottom leaves for 18 inches to three feet up the stalks, "fired"—died. The surface of the soil cracked into fissures from one to four inches in diameter, according to the nature of the soil, under the parching sun of the afternoons, and but for the cool nights and mornings and the light dew, the corn would have died. Then the winds became variable with some rains, which revived the corn. The late planted, the roots of which had grown deep when the surface moisture disappeared, took on vigorous growth and the absence of frost, has produced a remarkable yield of normal corn. The cobs of the middle planted half, for from one-fifth to one-third of their length, are destitute of grains. The ears of the early planted, one-fourth of the crop, are deficient length to the extent of one-fifth to one-third, but the tips are well grained over, yet the length of the grains is from one-fifth to one-third shorter than normal. The farther south, the greater is the deficiency in this corn crop, compared with that of 1904.

While riding along the roads, fields that apparently promise from 40, 50, 60 bushels per acre, or, "bumper" crop; but when one enters them and opens husks and hefts the ears, many of which are now dry enough to crib, the fact develops that the field in appearance from the road, are very deceiving. The extent of the injury only will be ascertained when the corn has been cribbed and shelled for market.

On the clay soils and on the black upland prairie soils, having a clay sub-soil close up, the corn has suffered least. The later period of the planting in Nebraska, the Dakotas, Minnesota and Wisconsin, and the protection afforded by Lake Superior to the latter states, has been favorable to the corn crop of these states.

The heavy rains earlier had flushed the ponds, foul ditches, street valleys and vaults of Louisiana. Under the influence of the parching sun, the water had evaporated, leaving the water of the vaults saturated with decomposing matter from which a noxious gas was generated.

The continuous North wind absorbed the sap of the growing corn and other vegetation of the Mississippi Valley and bore it down to the Gulf, where it banked up against the moist atmosphere of the Gulf. Then the burning sun decomposed the sap of vegetation in the atmosphere generating a heavy noxious gas, which spread over the surface of the land, uniting with the gas being generated from the privy vaults and the two thus united, caused yellow fever. The South west wind prevented these gases from rising above the west bank of the river and from spreading the course of yellow fever over the adjacent country. Under similar conditions in 1878 and at about the same period of the year, the corn crop of the valley was similarly injured and yellow fever broke out in New Orleans and did not spread west of the river for the same reason, but within a few days thereafter, broke out simultaneously in every part of the city of Memphis, with such deadly fatality, as to arouse the active sympathy of the whole nation.

Under the direction of Doctor Porter, Memphis established the most perfect system of sewerage in the United States and connected every house therewith. This year Memphis has escaped the yellow fever, thus demonstrating the correctness of Dr. Porter's theory, that yellow fever is caused by combination of these two noxious gases. Other cities of the South imitated the example of Memphis to some extent. Hence the milder nature of the disease. Only about 400 fatal cases as against over 6,000 deaths in 1878 in New Orleans.

While the percentage of the increase and the decrease of the corn crops of the states above named indicates that the reporters have endeavored to report the facts, and have done so with such discrimination as to indicate that the deficiency is attributable to the course above referred to, yet it is entirely probable that the cribbing and shelling will demonstrate that the crop of 1905 is somewhat less than that of 1904.

The thoro ripening of the ears of this crop and the soundness of the grains fortunately enhances its keeping quality as well as its feeding value.

In view of the fact that the last two crops have been larger than the average and that these large crops have been rarely produced in succession, experienced farmers, who are able to do so, will hold a considerable portion of this sound, ripe corn until the extent and character of the crop of 1906 shall have been ascertained.—A. P. Farmer, Chana, Ill.

## DEATH OF WILEY ST. JOHN.

*Grain Dealers Journal:* On Saturday morning Oct. 21 the body of Wiley St. John was found in his hunting boat, where he had died from heart failure. He was a member of the well known firm of St. John Bros., who operate an extensive line of elevators in southwestern Minnesota and northwestern Iowa.

It seems that he had been in the water and the struggle to regain the boat, and the chill from the cold water was the direct cause of the failure of his heart.

The funeral, which was largely attended, was held at Heron Lake, Minn., where the body was interred.—C. W. Davis, Kinbrae, Minn.

## "REFUSED TO ARBITRATE."

*Grain Dealers Journal:* The dealers in Iowa and elsewhere who have refused to arbitrate differences come in for a good deal of condemnation, and perhaps justly so, but may there not be in many instances another side to the question? Just consider it for a moment. Some people engaged in the grain trade,—and there are not a few of them, have gained the reputation of being chronic kickers, and those who do not know them by this reputation quickly find it out when they have dealings with them.

We will suppose, in the course of such business relations, John Jones, say, has made several complaints which turned out to be entirely unfounded and finally pops up with a proposition to arbitrate some alleged grievance. The other party, knowing his man, very naturally refuses to arbitrate, feeling, like the coal barons, that "there is nothing to arbitrate." Just so.

Now, it comes to the point where John Jones appeals to the association, and the other party is asked to re-consider his determination not to arbitrate. If he is wise, he will, of course, explain his position fully and rely upon the good sense of the governing board of the association to sustain him. I don't know how that would result, but probably in his favor. However, suppose he feels a bit spunky,

as most of us do at times, and gives a short answer. He is promptly suspended or expelled from the association and swallows his pill. I wonder if this is not just what has occurred a good many times.—F. M. R.

## OFFERING PREMIUM FOR 2 OATS DELIVERED ON SALES OF NO. 3.

*Grain Dealers Journal:* The enclosed card bid will indicate that the agitation started at Put-In-Bay with reference to the sales of grain as "No. 3 or better," is having some effect. Pratt & Co. have been the most persistent bidders in this form, and the enclosed card of Oct. 11th is the first instance in which they have varied from it. We note their quotations are now coming regularly with the notation "If your oats grade No. 2 Whites, we will allow you ½ ct. per bushel premium." We suspect it will not be very long before they drop the "or better" business. I think the Journal is to be congratulated on the persistency with which this agitation has been kept up. Yours truly, Seeds Grain Co., Columbus, O.

## Asked— Answered

### HEDGING.

*Grain Dealers Journal:* I would be pleased to learn the experience of country eltr. men in hedging against their grain. I wish to know of its disadvantages as well as advantages.—Kansas.

### CAN CARRIERS BE COMPELLED TO SUPPLY CARS?

*Grain Dealers Journal:* I would like to know if there have been any court decisions compelling railroad companies to furnish cars. I understand there is a demurrage law in Texas that is being enforced to some extent, but I am wondering as to whether or not there have been any court decisions giving shipper damages where the railroad companies have not provided cars, etc. If there has been any such decisions I would be glad to be referred to them.—G. A. W.

### IS CLAUSE LEGAL?

*Grain Dealers Journal:* I would be pleased to know whether or not the following stipulation on a card bid is legal and can be enforced: "If shipment is not made within the time specified, we reserve the right to cancel purchase, extend the time of purchase, or buy it in this market for your account."

I appreciate that in accepting a bid I accept its conditions, but I feel that the seller is entitled to some options as well as the buyer. I think I should have the option of delivering grain on my sale even though what I buy here will not stand shipping. Sometimes the market declines as I think the corn market will do.—Buckeye.

Germany is expected to import the whole season's supply before the new tax goes into effect Mar. 1, in which case the monthly importation would rise to 5,000,000 to 6,000,000 bus. of wheat.



## Fall Meeting of Ohio Ass'n at Columbus

The Fall meeting of the Ohio Grain Dealers' Ass'n was called to order by Pres. T. B. Marshall who explained that Sec'y McCord owing to the recent death of his wife and business of the Mutual Ins. Ass'n was forced to be absent.

C. B. Jenkins was elected Sec'y pro tem and read the minutes of the annual meeting which were approved.

H. S. Grimes moved that a comite of 3 be appointed to draft resolutions of respect and condolence for Sec'y McCord in the loss of his wife. Carried.

H. S. Grimes, H. L. Goemann and J. P. McAlister were appointed.

The following committee on resolutions were appointed with the understanding that all resolutions be first referred to the committee before discussion: E. W. Seeds, G. McMorran and H. S. Heffner.

Pres. Marshall: On the 26th of this month a very important meeting for drafting recommendations to congress for amending the Interstate Commerce law will be held in Chicago and this organization is entitled to 7 delegates. How will you appoint them?

E. W. Seeds: A well organized movement is on foot to pack that convention in behalf of railroad interests and it behooves us to select strong men who will attend. I move that the President appoint the delegates upon suggestion from the locals. Carried.

H. S. Grimes addressed the Ass'n on the good of the organization and asked to hear from Sec'y Courcier of the Grain Dirs. Nat'l Ass'n.

J. F. Courcier: When I was asked to take the office of Sec'y I found the organization run down and little assets in sight, but a marked improvement in the condition of its affair has taken place and our prospects are very bright.

The question of the reaffiliation of the Western Ass'ns is now under consideration; some of the Sec'ys have a very kindly feeling for the Nat'l and we hope to bring it about before long.

The letters received in our office convince me that many members of the trade would much rather pay \$100 per year dues than let the Ass'ns go out of existence.

We are trying thru our Arbitration Comite to settle trade differences and I have the satisfaction of having accomplished something in this line.

We consider this one of the strongest arms of Ass'n work. The cost of arbitration is merely nominal. You cud not get the ear of a lawyer for what it costs. You are sure your rights will be better protected before our arbitration tribunal than in any court. Our present arbitration comite consists of A. Gerstenberg, W. T. McCray and C. B. Jenkins.

Having grown up in the grain business I assure you that my heart is in the work, and I want your hearty assistance. If you will but give it I am certain the end of the year will show the National Ass'n to be a live one. We are striving to promote the best interests of the trade.

Adjourned for dinner.

### Afternoon Session.

President Marshall called the afternoon session to order at 1:30 and Mr. Grimes presented the following resolution, which was adopted unanimously:

Be it resolved that the expressions of heartfelt sympathy of this Ass'n be extended to Sec'y J. W. McCord in this his sad hour of bereavement caused by the death of his beloved wife and that a copy of these resolutions be published and delivered to the family.

H. S. GRIMES,  
H. L. GOEMANN,  
J. P. MCALISTER.

John B. Daish of Washington addressed the meeting on needed railroad legislation from which we take the following:

### The Transportation Problem.

The present transportation problem is the largest and most serious with which the American people are confronted. With the increase of tonnage not only within our borders but also to all dependencies, and the large quantity of exports and imports to countries practically on every point of the globe, the question becomes an international one. Thus you see it is not a sectional question and it behooves all public spirited people, men of business as well as men of affairs, to familiarize themselves with the subject and arrive at definite ideas and conclusions. The question is not political but is definitely personal, for it affects not only what we eat and wear, but even those dwellings in which we have our being.

If you expect that I come to you today representing either of the extremes of thought, you will be mistaken. I do not represent that school of thought which lauds the "Do-Nothing" policy, and with folded hands say that the present situation needs no correction. Neither on the other extreme do I present myself as an advocate of extreme legislation, and with one loud cry denounce every inch of the 200,000 miles of railways in this country, its owners, managers and operators. Rather do I come with the maxim, "Live and Let Live". Some of those within the hearing of my voice are owners of railway securities, and everyone who hears what I am saying is affected more or less by railway rates. The rate may mean your bread and butter with or without the jam.

Let us inquire under what headings the present railway abuses may be classed. Are they not divisible into three heads:

First, the non-observation of published rates. That is to say, rebates in some form or other—perhaps by direct payment of money, perhaps by midnight tariff.

The second head differs from the first, and may be termed unreasonable and unjust rates. If these be published and complied with the existing law is not violated. It is not all the story that published tariffs should be observed, but it is essential for the well being of you as individuals and your organization as a whole, that the correct classification be given your commodity and the correct figures placed in the tariff sheet.

Under the third heading let us place those evil practices resulting from terminal charges, industrial railways, private car lines and the want of local demurrage. In short, those practices which have grown into abuses through the activity of a few shippers, and inactivity of the others.

It is pertinent to inquire what power, if any, exists for the correction of the existing evils and abuses. That the power of Congress in the premises is plenary as far as interstate transportation is concerned we are all aware. That the present machinery, as worked out in the Act of 1887 and the amendments thereto is unsatisfactory and inadequate, I need not state to this audience; it has never worked well and has been a cause of constant trouble, expenditure of shippers' money with no adequate relief; in addition it has been shown to be a remarkably slow process. The sole question is: How, in what manner, by what detail and what class of machinery shall Congress exercise the power given to it under the Constitution? Ber-

nard Shaw says in his recent cynical work, "Man and Superman," that no man is match for a woman unless he have a poker and a pair of hobnailed shoes. Whatever the married men may think of this proposition, I say to you that no shipper or organization of shippers is a match for the transportation companies of this country without the assistance of a poker and a pair of hobnailed shoes.

The Grosscup Plan provides these two weapons in addition to every other weapon known to the law and equity for the purpose of remedying the existing transportation abuses. Judge Grosscup, as you know, is one of the judges of the Circuit Court of Appeals and resides in the City of Chicago. He is a careful student and for many years has been investigating and interested in the transportation problem. Likewise a close thinker and logician he has devised the following plan for the amendment of the Interstate Commerce Act.

1.—The creation of a bureau in the Department of Commerce; or a department; or a commission, not to exceed three members, having all the powers of the present Interstate Commerce Commission, together with power to employ counsel and experts, and to prosecute, in the name and on behalf of the United States, parens patriæ, civilly and criminally, all infractions of the Interstate Commerce Act, including the provision that all rates shall be reasonable and just.

2.—The creation of a Court of Transportation of seven judges, three of whom shall be appointed to the court for life, the other four being designated from the Circuit Court for terms of three years. This court to sit en banc in the city of Washington and such other places as it may designate, and at nisi prius in the respective judicial districts of the United States whenever any case in that district may arise.

3.—The clerks of the Circuit Court for the several districts and the marshals thereof shall be clerks and marshals ex officio of this court, and juries shall be drawn for this court as for the Circuit Court and District Court and juries shall be interchangeable between the Circuit and District Courts and this court.

4.—One or more of the judges of this court shall constitute a quorum when sitting at nisi prius, and four shall constitute a quorum when sitting en banc.

5.—The court shall have the jurisdiction of all cases, civil and criminal, arising under the Interstate Commerce Act.

6.—The court shall have the full powers of a court of chancery to enjoin finally, temporarily or provisionally any infraction of that act, including the provision of the act that all rates shall be reasonable and just.

7.—Appeals shall lie from any order, decree or judgment of the court sitting at nisi prius to the court en banc. But such appeal shall not suspend the order, decree or judgment appealed from, except upon the special order to that effect of the court sitting en banc, or of four judges thereof, and then only upon the conditions named in order of suspension.

8.—The Supreme Court may review the judgments, orders and decrees of the Court of Transportation on certiorari; but the right of appeal to the Supreme Court shall be limited, as in the case of appeal from the existing Circuit Courts of Appeal.

9.—The Court of Transportation may, of its own motion, certify cases to the Supreme Court, or stated questions in cases, on which the opinion of the Supreme Court is desired.

10.—Whether sitting en banc or at nisi prius the court shall proceed in every case brought before it with the greatest practical dispatch, immediateness of remedy being declared to be one of the highest of remedial rights of the parties to the suit.

I want to say to you, and I am fortified by the judgment of Judge Grosscup, that the plan is constitutional, and I take it that it would be of no value for me to discuss with you as layman the legal and constitutional questions involved.

The plan simply means this: That you would have an investigating body into whose ears you could pour your tale of woe, and if justified in your view of the situation the Government would take up the fight for you in the most

powerful court known, namely, an equity court, whose doors are always open and whose duty it would be by any or all of the forms of process to correct the evil complained of.

The plan will afford a relief that is plain, a relief that will prove adequate and a relief that will be complete and further it will provide a speedy relief—something that the shipper wants; he does not want long drawn out and expensive proceedings and secure a victory at a distant time when commercial conditions have so changed that in all probability he has been irreparably injured.

If the existing situation is to be ameliorated at the forthcoming session of Congress it will be necessary to have earnest and energetic work on the part of business interests. The members of Congress, are, I believe, alive to the situation, but they do not know exactly what the business men of this country want. That the business men—the shipper—the men who pay the freight, the men who are active and informed upon the subject want the Grosscup Plan is attested by the indorsement of many leading mercantile firms whose annual business aggregates over two billions of dollars. To have adopted a plan which is plain, adequate and complete will require work in and out of season, and it remains for you to determine whether or not you shall have the legal machinery which will carry out the equity maxim. "Wherever there is a right there is a remedy."

H. S. Grimes: Mr. Daish did not tell us how long it wud take for a shipper to get relief. If it wud take as long as at present, the Grosscup plan has nothing to recommend it.

Mr. Daish: Under the present laws the Nat'l Hay Ass'n has been fighting for a lower rate on hay for five years without getting any relief. Under the proposed plan enough care must be exercised to insure justice. Too much haste is likely to be at the expense of equity.

Mr. Grimes: The purpose of the proposed legislation is to place the railroads on the defensive, then if there is a possibility of their being wrong the case will be dropped.

E. E. Nutt: I wud be pleased to hear what the present Interstate Commerce Comisn is doing or is able to do under the present law.

E. W. Seeds: The experience of the Nat'l Hay Ass'n has shown the commission to be almost powerless. The Grosscup plan may be all right, but there are some features worthy of careful consideration. I believe it is best for us to support President Roosevelt in his plan to authorize the Commission to replace unfair rates with what it considers reasonable. He demands a square deal for all. Let us stand by him; he and his councilors will work out the details.

The shippers have stood in the hole for a long time because the railroads have been able to thwart justice. Let us do something to secure quick action.

S. E. DeWolf: I think we shud stand by the President. If the railroads know we can get prompt action, they will more readily grant us a reasonable rate when it becomes essential to the success of our business. Some time ago I wished to ship some cement from Louisville, Ky., to Marion, and they asked 8 cts. a hundred more than to Cleveland. When I asked why we cud not get the same or a lower rate the freight traffic manager told me he did not have to grant it.

The Hocking Valley which is interested in coal mines will haul our wheat to Sandusky for 13-10 cts. a hundred, but demands 6 cts. a hundred to haul smokeless coal 20 miles, so we transport it in wagons and save \$18 a carload.

E. W. Seeds, Chairman of the Resolution Comite presented the following

resolution which was adopted unanimously:

## Resolutions.

WHEREAS the Railroad Companies of the country have been granted special privileges and powers, because of the service they are expected to perform for the general public, and

WHEREAS the course pursued by the managers and men who control these public service corporations, since the adjournment of Congress with reference to the rate legislation, so called, seems to us unjust and unfair, and particularly as from the information at hand, there seems to be an organized effort on the part of the transportation companies, and a few large shippers, who enjoy special privileges, or are closely connected with railroad management or ownership, to pack the meeting of the Interstate Commerce Law Association, to be held in Chicago on the 26th inst., and

WHEREAS, the existing laws have proven wholly inefficient, and the present method of procedure through the State and U. S. Courts entirely inadequate to obtain any relief for the shipper, or locality effected by unjust discriminations, owing to the great expense and long delay in prosecuting any case, we believe it expedient at this time to express ourselves definitely and forcibly on the matter of the regulation of freight rates, through a body which can act promptly and effectively, whenever injustice or discrimination is shown. Therefore

Resolved: 1st, That we indorse the recommendations made by President Roosevelt on this subject in his last message to Congress, and especially that portion of the message, which recommends that the Interstate Commerce Commission be empowered to substitute reasonable rates in lieu of rates declared by the Commission to be unreasonable, after full investigation.

2nd. That we request and urge our Senators and Representatives in Congress to support the Esch-Townsend bill, or a similar measure, embodying practically the same principles and agencies, to assist in giving the shipping interest of the country generally, a "square deal."

The Comite also presented the following resolution, which was adopted:

Resolved, That we tender a vote of thanks to the Grain Dealers Journal for its persistent advocacy of the principle embodied in the resolutions adopted by this ass'n at its July meeting with reference to the purchase and sale of grain as "No. 3 or better."

Sec'y Jenkins read the following names of delegates to the Interstate Commerce laws convention in Chicago: Grant McMillan, St. Paris; D. W. McMillen, Grover Hill; F. H. Tanner, Mansfield; R. Turner, Avery; J. W. McCord, Columbus; H. S. Grimes, Portsmouth.

J. E. Wells: We will not be able to handle new corn with safety for 3 weeks.

C. B. Jenkins: At a meeting of the Ohio millers in Springfield we decided to start a new flour mill mutual fire insurance co. We need more reliable insurance and those of you who favor the move should rise to the comite.

S. E. DeWolf: I move that a copy of our resolution on Interstate Commerce legislation be sent to President Roosevelt. Carried.

J. F. Courcier asked members of the Ass'n when having new letterheads printed to place a line thereon "Members of the Ohio Grain Dirs. Ass'n. Affiliated with Grain Dirs. Nat'l Ass'n."

Adjourned.

## Convention Echoes.

Everyone greatly missed Sec'y McCord. The lightest attendance at a fall meeting in years.

As usual the supply of commercial freight agents was bountiful.

The only Cincinnati receiver in attendance, A. C. Gale of Gale Bros. Co.

But one machinery man present—A. S. Garman, representing Huntley Mfg. Co. Baltimore was represented by Chas. England of Chas. England & Co.; J. A. Clark and W. Rodgers.

The cause of Ed McCue's happy mood was a decision of the state supreme court permitting him to re-engage in the grain business, which he will do as soon as his new eltr. is completed.

Lead Pencils were distributed by the Grain Dealers Nat'l Mutual Fire Ins. Co. and an aluminum combination comb and letter opener was presented to each with the compliments of R. S. McCague.

Pittsburg sent J. A. A. Geidel of D. G. Stewart & Geidel; J. E. Guyton; D. V. Heck of Hardman & Heck; J. R. Johnston; R. A. Sheets, rep. R. S. McCague; R. S. Martin of Herb Bro. & Martin, and H. G. Morgan of H. G. Morgan & Co.

Toledo sent a strong delegation including: Chief Inspector E. H. Culver; W. W. Cummings rep. J. J. Coon; J. F. Courcier, Sec'y Nat'l Ass'n; H. L. Goemann, K. D. Keilholtz rep. Southworth & Co.; H. W. Kress; J. C. Keller, rep. C. A. King & Co., and F. Mayer, of J. F. Zahm & Co.

The Columbus delegation included E. W. and K. B. Seeds of the Seeds Grain Co.; H. L. Robinson of Baum & Robinson; W. S. Cook of McCord & Kelley; A. S. and C. H. Tingley, Jas. P. McAllister, C. E. Switzer; C. O. Peters, E. R. Woodrow, R. F. Miller, G. M. Williams and A. Felty.

Among the dealers in attendance were L. W. Baker, Maplewood; C. F. Barnt-house, Upper Sandusky; C. O. Barnt-house, Agosta; T. W. Baum, Duval; J. W. Channel, Melvin; O. P. Cheney, Canal Winchester; J. F. Coppock, Fletcher; J. S. Dewey, Blanchester; S. E. DeWolf, Waldo; H. A. Dillon, North Lewisburg; F. O. Diver, Middletown; I. L. Edwards, Condit; H. M. Faulkner, Pemberton; L. Finkenbine, Anna; J. O. Gooding, Lewis Center; A. G. Grant, Grove City; H. S. Grimes, Portsmouth; E. A. Grubbs, Greenville; C. E. Groce, Circleville; J. P. Gundy, Carroll; H. S. Heffner, Circleville; C. B. Jenkins, Marion; W. Jones, Mt. Sterling; R. S. Kerr, Bellefontaine; G. W. Lamb, Hooker; C. H. Lindner, Bucyrus; E. McCue, Pittsburg; D. W. McMillen, Grover Hill; G. McMorran, St. Paris; T. B. Marshall, Sidney; T. N. Marfield, Chillicothe; J. H. Motz, Brice; C. M. Myers, Lockbourne; J. G. Myers, Pleasant Hill; Z. T. Myers, Gettysburg; E. E. Nutt, Sidney; G. N. Parrill, Bowersville; C. K. Patterson, Piketon; C. S. Pierce, Union City; J. E. Pierson, Condit; H. E. Rapp, Sabina; C. Rhonemus, Reesville; H. W. Robinson, Greenspring; J. C. Shaeffer, Carroll; J. M. Smith, Bucyrus; W. S. Snyder, Sidney; J. H. Swonger, Brice; F. H. Tanner, Mansfield; H. O. Toms, Prospect; J. W. Thatcher, DeGraff; J. T. Vent, Sedalia; H. C. Wagner, Pleasant Corners; R. T. Watson, Old Fort; F. J. Weimer, Greenville; H. W. Wolfley, Prospect; John Wren, Deunquat; F. Zartman, James-town.

If Jack Frost will kindly linger in the background a little longer the ears of the Corn family will not be much afraid of being pinched.—Goodall's Farmer.

If one knows the precipitation during the month of July over the great corn producing district he can estimate the yield for the season very closely.—J. Warren Smith, U. S. Weather Bureau.



## Meeting of Miami Valley and Western Ohio Ass'n.

The Miami Valley & Western Ohio Grain Dirs. Ass'n. was called to order in Lima, Monday, Oct. 17, at 2:50, by Pres. Grant McMorran.

Sec'y M. W. Miller called the roll and read the minutes of the previous meeting, which were approved.

O. Edwards, of the Arbitration Comite, reported no cases received for consideration.

Sec'y Miller read the following:

### Secretary's Report.

As has been stated in the call sent out the principal purpose in holding this meeting is that the members may have a chance to get together, rub elbows and get in line with one another to work harmoniously on the new crop of corn.

We trust that the members will take this opportunity to meet their competitors and endeavor among themselves to smooth over any slight personal differences which may have arisen since our last meeting in June.

As secretary of the Ass'n I must say, and with a great deal of pleasure that there has been fewer difficulties reported to me during the time between these meetings than ever before for the same period of time since I have had the honor of acting as your secretary.

The slight changes in the rules governing the Ass'n made at the Dayton meeting were quite beneficial, such as reducing the number on the Governing Board to one member from each county, and in the collection of dues annually instead of semi-annually. We are now able at the time of making the annual collection to determine positively just what firms are to be counted upon as loyal members for the ensuing year. Making the payment of dues annually in advance also materially reduces the expense and labor of the collection of the dues.

The collection resulted as follows: 66 members remitted by check, 37 members paid the drafts made upon them, and 5 new firms affiliated themselves with us. Making a total paid up membership for the year of 108 members. Twenty firms refused payment and turned down the drafts made upon them, 11 of these in the Miami Valley Division and 9 in the Western Ohio Division.

This gives us the following financial standing: Balance in treasurer's hands June 15th, \$19.32; received by checks from members, \$630; received from drafts paid, \$370; total, \$1,019.32.

Disbursements: For general expense, \$119.48; for postage, \$40.78; for telephone tolls, \$5.90; for Ohio Grain Dealers' Ass'n Affiliation dues, \$159; total disbursements, \$325.16; balance in treasury, \$694.16.

This balance will in all probability carry us through the entire year or until our next annual meeting without requiring any further payment from the members.

Our Ass'n has been highly honored by the Ohio Grain Dealers' Ass'n in two instances since our June meeting. The first and most notable of these being in the selection of our honored member, T. B. Marshall of Sidney as President of the State Ass'n. The other instance to which I refer being the presentation to the Miami Valley & Western Ohio Ass'n of the Booby prize for attendance at the Put-in-Bay meeting.

We trust that the members of this Ass'n will redeem themselves by turning out to the meeting of the Ohio Grain Dealers' Ass'n to be held at Columbus on Friday of this week, in such numbers that not only will President Marshall be proud of his own local Ass'n, but also that the North Western Ass'n will be obliged to relinquish its hold on the prize cup and turn it over to the Miami Valley & Western Ohio, and give us a chance to hand the booby over to some other fellow.

Altogether we have nothing at all to complain of as an Ass'n at this time as our affairs are going along as smoothly as it is reasonable to expect, and we trust that the members will so harmonize that we shall be able to handle

the new crop of corn with no more trouble during the balance of the year than we have had during the first part of it.

Our Ass'n has been working with the other shippers' organizations along the line of better arrangements with the railroad companies, and much has been and much more will be accomplished along this line.

The Executive Committee of the Inter-State Law Convention have called a convention of all shippers' ass'ns and organized bodies interested, to be held in the city of Chicago the latter part of this month, to take some action which will impress upon congress and the Senate especially, the great importance and demand for the speedy enactment of effective legislation controlling railway matters. Our President, Mr. Grant McMorran will represent this Ass'n at this Convention.

We sincerely trust that this meeting will result in such a feeling of good fellowship and harmony that all will return to our places of business imbued with the idea "that competitor of ours is not such a bad fellow after all," and with our minds made up that during the balance of this Ass'n year we are going to give every dealer a square deal. If this spirit is manifested in our business dealings with one another each one will get a square deal and our troubles will be few.

Treas. C. N. Adlard reported the cash receipts and expenditures since the June meeting to be, Receipts: \$1,019.32; Expenditures: \$325.16.

E. A. Grubbs, of the Legislative Comite, reported nothing presented for consideration.

A letter of thanks from J. W. McCord, sec'y of the State Ass'n, in acknowledgment of flowers sent by the Pres. and Sec'y in the name of the Miami Valley Ass'n in expression of its sympathy for Mr. McCord in the loss of his wife, was read.

Moved that a comite be apntd. to draft resolutions of condolence and sympathy with Sec'y McCord, of the State Ass'n. Carried.

Moved that the Pres., Sec'y and Treas. constitute that comite. Carried.

W. H. Pursinger: I move that we cease loaning bags. Seconded.

Jo. Timmons: I must stop lending bags or go into bankruptcy. I have seen farmers hauling sand, coal and other heavy material in your grain bags. I believe the farmers can afford to buy their own bags.

John Wones: If we have to supply

farmers with bags I must get out of the business. I can not get a living out of the business and lend bags.

T. B. Marshall: The farmers are not prejudiced by the loan of bags. We buy grain in other dealers' bags and know that other dealers do likewise. The farmers take no care of our bags and invariably ask for more bags than they need.

E. E. Nutt: The bag abuse has grown to such proportions as to be very burdensome and we now have sufficient confidence in one another to enable us to stop it. We can not afford to continue. In some places the dealers are placing all their bags in the hands of an outsider to be rented to farmers. I believe a sack depot might bring us relief, but it opens up an opportunity for abuse. The best way is for us to refuse to have anything to do with the bags.

Jo. Timmons: I believe this matter shud be referred to the state ass'n. Get it to act first and induce the affiliated ass'n's to stop this foolishness. I believe we are now strong enuf to check this abuse.

W. H. Pursinger: Buyers outside the ass'n who insist on lending will naturally force members in adjoining territory to do likewise whether they want to do so or not.

C. N. Adlard: You bot these bags with the farmers' money and they are entitled to them. I do not care to cease lending.

J. F. Coppock: We bot 2,000 bags the first year we went to Fletcher and have bot the same number each year since, yet we have not that number on hand. We are forced to do this much against our will and I wud like to stop it.

G. McMorran: We find this abuse very burdensome and I doubt not every grain buyer wud be delighted to get rid of it. Let the state ass'n establish a sack buro and print contracts for members who, with their competitors, are willing to stop, to sign it and stand by their agreement.

A. E. Clutter: This abuse is one that I discussed many yrs ago and agreed repeatedly to stop. We have discontinued for a while, but have been forced time and again, much against our will, to engage in it again. Once we gave away all our sacks.

## Farmers' Friends Favor Free Bags.



O. S. Brecount;  
Thackery, O.;

W. H. Pursinger;  
Quincy, O.;

C. N. Adlard;  
Piqua, O.

At one of our stations a 14 yr old girl has made a handsome profit by renting bags to farmers at  $\frac{1}{2}$  ct. per day. When they have to pay for bags they do not want near as many as when they get them free, and they return them promptly.

Mr. Hauss asked for a rising expression of those present on the question.

All but three favored a discontinuance. Pursinger, Adlard and Brecount were opposed to stopping, and Mr. Pursinger withdrew his motion.

H. Allen moved that the question be referred to the Legislative Comite with instructions to present it to the state ass'n. Carried.

Adjourned for dinner.

## Evening Session.

The evening session was called to order at 7:35 p. m. by Pres. McMorran, who asked T. B. Marshall to address the meeting.

T. B. Marshall spoke of the work and the benefits derived from the efforts of the state ass'n. At the last annual meeting of the ass'n a resolution in the interests of fair play and against delivering No. 2 grain on sales of No. 3 was adopted, and I am pleased to inform you that I have a card offering a premium of  $\frac{1}{2}$  ct. per bus. for No. 2 This is but the first step toward reform in this matter.

The work of the Ass'ns in reducing the cost of reliable insurance has resulted in a large saving to every eltr. man.

The Claims Buro of the state ass'n is now ready to push the settlement of every just claim.

C. N. Adlard, "the farmers friend," was in favor of taking in new corn soon as it is dry enuf to carry. We shud start it at 40 cts.

E. E. Nutt: I have been asked repeatedly by farmers, "What are you going to pay for corn?" I believe 35 cts. is enuf to start it at because it contains much moisture. The shrinkage is always greater than anyone thinks. I believe we shud have a margin of at least 4 cts. a bus. to protect us against loss.

A. E. Clutter presented the following report of a test of the shrinkage of new corn, made by the Hall & Woods Co., of Lima:

### TEST OF CORN SHRINKAGE.

On Oct. 5, '05 we placed 100 lbs.—115 ears—of new ear corn over our boilers. We took it down Oct 12 and found it weighed just 75 lbs.—loss of one-fourth.

We then shelled it by hand and found we had 60½ lbs. of corn and 13½ lbs. of cobs. Were we buying new ear corn on the basis of 70 lbs. to the bu. we wud have after drying 52½ lbs. of ear corn, or 43 lbs. of corn and 9½ lbs. of cobs.

Pres. McMorran: We have one dealer who is buying new corn and paying 40 cts. for 72 lbs. It is also being done at Urbana.

E. A. Grubbs: I believe you shud not start new corn at over 35 cts. for 75 lbs. If we have a few rainy days it will get in bad condition. Don't start it too high.

L. C. Allinger: He who attempts to ship new corn is sure to encounter trouble. I have some selected corn, for which I paid 40 cts. for 74 lbs. in sacks. I will wager that no two men can shake it out of the bags. It fits as tight as tho it had grown in the bags. The corn is too soft to shell. Farmers have brot in many grists, but it is so green that a burr with which ordinarily I grind 20 bus. an hr. will not reduce over 1 bu. per hr.

J. M. Dewese: I move we start to buy new corn Nov. 1.

L. A. Baker: New corn is greener than we think, and the scarcity of cars

may force us to hold it until it sours. It will not carry long. I believe we can not afford to buy new corn until Dec. 1. If we do we will rue it.

W. H. Pursinger: I think we are anxious to buy because we have sold for Nov. shipment. Track buyers are as much to blame as the shippers.

Grant McMorran: I have been offered new ear corn in cars, but I have refused it. Last year it spoiled in transit even tho shipped in stock cars. We can not get 75 lbs. for a bus. even when in roasting ears. Farmers wud think we were robbing them. We shud buy by the cwt. Some of our members are being forced to buy new corn against their will.

every bus. of new corn bot at 40 cts. per bus. I know that 72 lbs. is not worth over 35 cts.

A. E. Clutter: The dealers north of you seem to be in favor of 45 cts. for 100 lbs. and I doubt you come out even if you pay more. Freight rates may be advanced next month.

Jo. Timmons: No card bids justify our paying 40 cts. for 72 lbs. of new ear corn and I do not see how they can come out even.

The majority seemed to think that no buyer cud afford to pay over 35 cts. per 72 lbs. for Nov. delivery of new corn.

A. E. Clutter: The dealers north of us discriminated sharply against white and



Some of the Dealers in Attendance at Lima Meeting of Miami Valley Ass'n.

E. E. Nutt: I think we shud not buy new corn until 72 lbs. will shell out 56 lbs. The farmers are accustomed to giving 72 lbs. and will object if more is taken.

A. E. Clutter: I think you shud buy by the 100 lbs. quickly as possible and pay for it according to its quality, as they do northwest of us. We receive daily bids from Baltimore for new corn for Nov. and Dec. shipment, and I suppose you do. The shippers who make such sales must default because little of the corn will grade and someone must pay demurrage on the ocean tonnage. Wait until you have the corn and it will stand shipping before selling, then you may get a premium for it. I believe you can sell it near by for interior consumption.

C. B. Jenkins: I hope you fellows will take Mr. Clutter's advice to heart and refuse to buy new corn until you can do so with safety. We are buying corn by the 100 lbs. in Marion county, and would not think of going back to the bu. I know you will be pleased to learn of the advantages of the cental. It will unify the practices of your territory. Your competitors will not be taking 68 lbs. when you are taking 70 or 72 lbs.

I do hope you will stop lending bags. There is no money in it, and the farmers do not thank you. If the dealers who, I understand, are in favor of lending bags will come outside I will fight it out with them, either individually or collectively. (Laughter.) It shud not be necessary for us to lend bags.

The motion to buy new corn Nov. 1 was lost by an overwhelming vote.

T. B. Marshall: Buyers will lose on

mixed corn and nothing but yellow is raised there now. You can do the same.

L. A. Baker: We had the same experience with black oats. We discriminated against the black oats to the extent of 3 and 4 cts. We always exchanged white seed oats for the black, with the understanding that no more black oats wud be sown.

C. B. Jenkins: It took us just 5 yrs. to drive mixed corn out of Marion county.

Pres. McMorran: I believe dealers troubled with mixed corn cud drive it out by offering each spring to exchange good yellow seed corn for the mixed. That is the way we got rid of black oats.

J. F. Coppock: We were cursed with black oats, but by shipping in bright white oats and selling them for seed at a profit we have increased our receipts of white oats to 66 per cent of the oats receipts.

Adjourned.

## Lima Side Lights.

In how many farms is Adlard interested?

C. M. Hardman, of Hardman & Heck, Pittsburg, supplied a box of cigars for the dealers to burn.

Baltimore was represented by H. E. Elgert, of J. A. Manger & Co.

Among those in attendance were: C. N. Adlard, Piqua; H. Allen, Troy; J. Allen, St. Johns; L. C. Allinger, Jackson Center; W. L. Allton, Swanders; J. I. Blose, Urbana; O. S. Brecount, Thackery; A. E. Clutter, Lima; J. F. Coppock, Fletcher; H. I. Donnelly, Houston; O. Edwards, Troy; H. M. Faulkner, Pemberton; L. Finkenbine, Anna; J. F. Gephart, Ver-



sailles; E. A. Grubbs, Greenville; L. Hale, Troy; C. E. Harmony, Kirkwood; J. Hauss, Wapakoneta; C. B. Jenkins, Marion; R. V. Jones, Sidney; A. R. Kerr, Bellefontaine; L. Landman, Piqua; Wm. Ludvig, Jackson Center; G. McMorran, St. Paris; T. B. Marshall, Sidney; M. W. Miller, Piqua; E. E. Nutt, Sidney; J. F. Plice, New Carlisle; W. H. Pursinger, Quincy; W. J. Robb, Lewistown; T. B. Steinemann, Minster; L. G. Shanely and J. W. Simmons, Pemberton; R. Smith and W. S. Snyder, Sidney; W. Taylor, Botkin; Jo. Timmons, Belle Center; C. C. Toland, Anna; H. E. Wilson, Troy; J. C. Wones, Maplewood; J. Wuernsing, Minster.

Lima is accessible to all members, but some of them experienced much trouble in getting away.

## Crop Reports

**CANADA.** Didsbury, Alta.: Fall wheat is looking very fine here. C. T. Moore.—Winnipeg, Man.: The wheat crop of 1904, as given in the final summary issued by Frank O. Fowler, secy. Northwest Grain Dealers Ass'n, amounted to 57,856,310 bus. and has been disposed of as follows: Inspected, 37,892 cars or 39,785,890 bus., used by country mills, 8,115,000 bus., for seed, 8,000,000 bus., in transit not inspected, 9,000,000 bus.; marketed in Winnipeg, 275,000 bus., shipped west and south not inspected, 200,000 bus., in store at country points, 389,710 bus., and feed wheat used by farmers, 1,000,000 bus. The estimate made on Oct. 15, 1904, was 2,000,000 bus. too high, but considerable more than the amount allowed may have been fed by the farmers, as so much was affected by rust. No allowance is made for old crop retained by farmers as it is considered to be about equal to the amount retained from previous crops.

**ILLINOIS.** Reading: The corn looks fine in this locality; never looked better.—John Bowlin—Priscilla: Have the largest corn crop this year, with most perfect ripening, that has been noted for twenty years. Husking is now well begun and ere long all the cribs will be full. Many are selling at current prices for December delivery.—Farret & Son, agts. United Grain Co.

**INDIANA.** Kendallville: The grain is all good crop and good quality thru this section; is moving freely. Prospects for good grain trade are encouraging.—Campbell & Co.

**IOWA.** Gilbert: Corn is not as good a crop here as was that at one time, 40 or 50 bus.—Agst. Western Eltr. Co.—Des Moines: Reports from the grain dealers of the state, reports Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n, show the acreage of wheat and oats to be 105, as compared with last year's acreage, and also indicate the average yield to be 40 bus. for corn and 36 bus. for oats, per acre. The final estimate of the U. S. Agri. Department for the 1904 crop was 9,246,683 acres of corn with a total crop of 303,039,266 bus., and average of 32.6 bus. per acre; and 3,322,600 acres of oats, yielding 122,323,200 bus., an average of 32 bus. per acre. The estimate of the department for Sept. 1905 was 8,767,000 acres of corn with a total crop of 324,379,000 bus., showing an average yield of 37 bus. per acre; and 3,746,000 acres of oats with a total crop of 133,806,000 bus., an average of 36 bus. per acre.

**KANSAS.** Leona: The corn here is well matured and we expect a fair yield. Early corn will begin to move in about 2 weeks.—F. C. Portzline, agt. Gregg Bros. Grain Co.

**KENTUCKY.** Frankfort: Corn promises to be a bumper crop, reports Hubert Vreeland, Commissioner of Agri. The prospect for corn is 5 per cent larger than last year. Prospect is good

for an average acreage of wheat being sown as Sept. was generally favorable for preparing wheat land. The acreage prepared is 98, compared with last year. The acreage of winter oats and rye seems to be falling off, the acreage of oats being 87 compared with last year and that of rye 90, compared with the last crop. The acreage of barley is 95 as compared with the acreage of last year.

**MICHIGAN.** Lansing: The final estimate of the wheat yield, as reported by Geo. Prescott, Secy. of State, is 19 bus. per acre. The quality is good and very little of it will be unfit for milling purposes. The area is estimated at 1,000,000 acres, which indicates a total crop of 19,000,000 bus. The oat yield is estimated at 35 bus. per acre, and the buckwheat average 16 bus. per acre. Warm weather and frequent showers the latter part of the season have promoted a very rapid growth of corn and as there has been no killing frost the corn that had any kind of a start will yield fairly well. On low ground corn was badly damaged and in some instances killed by high water last spring. The average yield is estimated at 34 bus. per acre. The quality of the bean will be good as the weather during Sept. was fair for gathering the crop. The estimated yield is 15 bus.

**NEBRASKA.** Laurel: The oat crop was of poor quality but fair yield. Corn crop good.—H. L. Tietz, mgr. Anchor Grain Co.—Omaha: Some few reports from central Neb. show that corn was blown down during the hard winds and grain this fall is suffering from the wet weather of the past 10 days. Other reports show no damage caused by rains but the corn was blown down somewhat. Farmers are experiencing some trouble in securing men to gather the corn crop and are offering 5 cents per bu., instead of the usual price of 3 cents, on account of the extra work of husking corn that is partly blown down. Wheat is showing a good steady movement, but is retarded somewhat by the shortage of cars. Many dealers are unable to secure half the number they could use.—E. C.

**NORTH DAKOTA.** Glenburn: Wheat turned out from 20 to 30 bus., with 25 bus. a good average. Flax is running about 15 bus., while oats and feed grains are yielding large returns. The quality of all small grains is of the very best. Most of the wheat tests over 60 pounds and is of fine color and very clean. Flax is mostly No. 1. Oats are No. 3 white, and many test 45 pounds per bu.—Wm. W. Shepard, of Shepard & Sowle.

**OHIO.** Hamilton: Farmers have commenced gathering corn, but the weather is not very favorable, owing to so much rain. The growing wheat crop looks well and is growing finely. Farmers are offering considerable old wheat.—W. B. Carr, pres. Carr Milling Co.—Brookville: The heavy corn crop is curing up nicely. New wheat in the ground is making fine growth.—E. P. Rollman.

**PENNSYLVANIA.** Philadelphia: Corn husking is still going on thruout the farming districts of Pennsylvania and the dairymen and stock raisers are well supplied with corn and green fodder of their own growing, which is said to be abundant. The fall weather thus far in this, as well as adjoining states, has been almost perfect for the proper maturing of the great corn crop.—S. R. E.

**TEXAS.** Dallas: The grain planting season is now well under way and late developments show that the acreage in wheat will be, if anything, decreased, on account of the bad season this year. Oats however will possibly have an increased acreage. The vast amount of new land being settled in west Texas will partially compensate for the short acreage in the eastern and central parts of the state, as large tracts will be planted in grain in the new country this fall.—J. S. W.

**WISCONSIN.** Madison: The average estimated yield per acre of grain, as reported by John M. True, Secy. of State in his bulletin issued Oct. 15, is 17 bus. of wheat, 17 bus. of rye, 34 bus. of barley and 42 bus. of oats. The quality is 95 for wheat, 97 for rye, 88 for barley and 99 for oats. The condition of corn is 100 per cent. It is estimated that the potato crop will be but little more than 50 per cent of last year's crop.

## Seeds

The Portland Seed Co., of Portland, Ore., has increased its capital stock from \$75,000 to \$100,000.

The Minnesota Seed Co., of New Ulm, Minn., has completed its new seed warehouse. Fred Meier, of Sleepy Eye, will be the manager.

Robert S. Young, W. W. Bakeman and F. L. Andrews have purchased the wholesale seed business of C. H. Craver & Co., of Binghamton, N. Y. The new firm will be incorporated.

Clover seed in a large part of Kentucky is reported good, but in some localities it is seriously damaged by a disease, called "clover blight" for want of a better name.—Hubert Vreeland, Kentucky Commissioner of Agri.

Guthrie, O. T.—According to the reports of the seed houses there is an unusual scarcity of alfalfa seed on the markets of Oklahoma and Indian Ty. at this time, and the farmers are asking as high as \$9.00 per bushel for their present crop.

A London seed dealer writes C. A. King & Co., of Toledo, O.: "English red clover is only third to half of last year. Acreage was short. Yield per acre last year was much above the average, but this year it is much below. Quality is poor, seed small and yellowish in color."

The use of crimson clover has increased rapidly within the last few years. The fact that 3,319,866 pounds of seed were imported during the year ending June 30, 1904, shows the popularity of this clover. Besides the seed imported, considerable is produced in Delaware and Maryland.—Edgar Brown, chief of the seed laboratory, Department of Agriculture, Washington, D. C.

Seed exports during the 8 months prior to Sept. 1 were 4,235,845 pounds of clover seed, 300 bus. of flaxseed, 7,963,463 pounds of timothy seed and other grass seed valued at \$137,575; compared with 3,724,308 pounds of clover seed, 25,714 bus. of flaxseed, 6,880,333 pounds of timothy seed and other grass seed valued at \$115,172 for the corresponding months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

The best way to examine seeds in order to discover the dirt, foreign seed, etc., is to take cover of a pasteboard box. Every seed dealer here in buying uses the cover of a box in which envelopes are sold by the Government, pour the seed into the cover, shake it up and all the dirt, brown seed, etc., seems to come right to the top. It is the only way to examine seed correctly. One can't see all the defects by taking the seed in the hand.—J. F. Zahm & Co., Toledo, O.

Many clover seed concerns throughout the country will learn with regret of the death of J. H. Van Arnum, aged about 65 years, who was known as one of the very best seed men on the Toledo market. Always of a sunny disposition, he had many friends. His death occurred on the night of the 7th. He had been troubled with indigestion, but his case had not become serious. During the early part of the evening, he partook of a dish of cold, raw oysters at a downtown restaurant, and

these are attributed as being the cause of his death, which resulted a few hours later.—H. D.

The Montgomery Blue Grass Seed Co.'s plant at Mt. Sterling, Ky., was destroyed by fire Oct. 14th. Building and contents are practically a total loss.

Clover seed receipts at Toledo for the week ending Oct. 21 were 5,890 bags; compared with 7,800 bags for the corresponding week of 1904. Receipts for the season have been 30,000 bags; compared with the same number of bags for the same period of last year. Shipments for the week ending Oct. 21 were 700 bags; compared with 1,500 bags for the corresponding week of last year. Shipments for the season have been 3,000 bags; compared with 10,000 bags for the same period of last season.

## CLOVER SEED CROP REPORT.

C. A. King & Co., in their annual report on the clover seed crop, issued Oct. 14, summarize the replies of a few thousands of correspondents, as follows:

Clover seed crop is short. It is very irregular and aggregates about the same as last season. Slight increase in acreage harvested. Quality trifle better than last year; 113 reports say quality is much better than last year; 303 trifle better; 367 about the same; 235 trifle worse and 101 much worse. Farmers are said to be holding in 475 replies; 146 say about half have sold freely; 369 say majority have sold freely, while 136 say there is none to sell.

Indiana and Ohio are still twins. They have about the same amount as last year, when Indiana led all States with 303,000 bus., and Ohio had 241,000. Ohio has slight increase in area harvested while Indiana has a material increase in some counties. Some of the large counties have less seed than last season, when the crop was below an average. Most Ohio farmers are holding while Indiana farmers have sold more freely. Ohio has a trifle poorer quality than last season, while Indiana has about the same. The reports completely cover 40 of the large seed counties in Indiana and 33 in Ohio, also 44 and 43 of the smaller producers.

Michigan and Ontario are the next largest producers. They are the only States which have much more than last year, when they were very short. They have an increased acreage. Some counties report exceptional yields. Michigan has averaged 140,000 bus. past six years. They will hardly realize that this season. Ontario will raise nearly as much. Threshing there is late. Both have good quality, much better than last year. Michigan farmers have been selling freely.

Illinois has averaged about 50,000 bus. in recent years. They had 44,000 last year and will have about that this season. Slight increase in area in some of the large counties. Quality trifle better. Majority farmers holding. They have very little surplus. Iowa raises about the same as Illinois and will have nearly an average.

Wisconsin and Missouri each average around 70,000 bus. Last year they had more, but will hardly do as well this season. Very little threshing has been done in Wisconsin, but they have an increased acreage. Kentucky has quarter less than last year. Maryland is materially short of last year. Pennsylvania has less than their exceptional crop of last year.



P. B. Smith, Minneapolis,  
President Chamber of Commerce.

## P. B. Smith, New Pres. of Minneapolis Chamber.

In the selection of presiding officers the members of the Minneapolis Chamber of Commerce have been very fortunate in the past; and are especially to be congratulated on their choice of Peter B. Smith as president for the ensuing year.

Mr. Smith was born Feb. 18, 1851, in York Co., and in 1869 removed to Omaha, Neb., where he resided a year, until the port of Duluth, Minn., offered great opportunities for a grain business. At Duluth Mr. Smith erected the first grain elevator and also handled the first car of grain shipped to the head of the lakes, which later was called the "ice water route."

In 1874 Mr. Smith resigned the management of the elevator to engage in the grain business with C. B. Newcomb under the name F. C. Newcomb & Co. In 1880 he went with the Northern Pacific Elevator Co. as manager with offices at Fargo, N. D., where he spent 6 years.

As president of the St. Anthony & Dakota Elevator Co. Mr. Smith supervises the operation of 160 country grain elevators scattered over the northwest. Besides being at the head of this company Mr. Smith is president of the Barnum Grain Co., a stockholder and director in the Washburn-Crosby Co., and in the St. Anthony Elevator Co., which operates a 4,000,000 bu. plant at Minneapolis. Much of the success of these large corporations is credited to Mr. Smith's foresight and thoro knowledge of the grain trade. Mr. Smith was for 6 years a director and 3 years vice-pres. of the Chamber of Commerce.

Mr. Smith is highly esteemed by the grain trade of the Northwest for the

public spirit he has shown in times past in using his powerful influence with the railroads for the benefit of the entire trade as well as Minneapolis. Mr. Smith is much pleased with his election as president and has assumed the duties of his office with the enthusiasm befitting the chief officer of an organization controlling the grain trade of the Northwest.

## Grain Trade News.

[Continued from Page 502.]

while choice grades continue in active request at the high range of values previously reached. As this is essentially a sample market, country shippers will find it to their benefit to send in frequent samples for quotation. In no other way can they keep in close touch with the situation, unless they are consigning right along and taking average results.

Smutty wheat is a drug on the market here, and the sooner N. W. dealers understand this, the better it will be for them. There are other markets where special machinery is used for cleaning, scouring and otherwise "fixing up" grain that has been unfortunate in its early associations; but in Milwaukee nothing of that kind goes. Local buyers refuse to touch grain which is known to have been treated in any way; they demand "straight country wheat" or nothing; turn up their noses at anything which looks like an elevator mixture, and live in a state of chronic suspicion that commission houses are trying to work off the latter on them.—C. T.

The growing Argentine crop may produce a surplus next December of 20,000,000 to 60,000,000 bus. wheat.



# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The foundation for the warehouse for the Cuninghame Commission Co. has been completed. Fred Friedline has the contract for the erection of the house.

## CALIFORNIA.

San Francisco, Cal.—A meeting of grain men and others interested in the agricultural development of California was held recently in the Merchants Exchange, at which brief talks were made by A. R. Briggs, Professor Carleton and Professor Shaw, with a view to the improvement of the grain crops. A. R. Briggs, T. C. Friedlander and N. P. Chipman, a committee appointed by several of the commercial ass'ns some months ago, have succeeded in raising \$5,000 as personal subscriptions to aid the work for which the scientists and scientific advice will be furnished by the U. S. Dept. of Agri. and the University of California.

## CANADA.

Raddisson, Sask.—The Topper Eltr. Co. is new in the grain business.

Wetaskiwin, Alta.—The eltr. for S. B. Talbot has been nearly completed.

Sintaluta, Man.—Four foreigners were recently fined \$25 and costs for stealing wheat while drunk.

Vancouver, B. C.—J. Hanbury, of Brandon, Man., will build a grain eltr. and flour mill.—R. F. R.

Ft. Williams, Ont.—The C. P. Ry. will make improvements in Eltr. D and will install some new machinery.

Bladworth, Sask.—E. J. Dobson is building an office and grain warehouse. The building will be 20x50 ft.

Russell, Man.—The Export Grain Co. of Winnipeg, has purchased the grain warehouse of Wright & McDonagh.

Fort William, Ont.—The men employed in the Canadian Pacific Eltrs. have been granted an increase of 5c per hour.

Craik, Sask.—The eltr. for the Dowd Eltr. Co. has been completed. The eltr. for the Canadian Eltr. Co. has been nearly completed.

Winnipeg, Man.—An attempt was made recently, it is said, to establish low prices for wheat, by agreement among the big buyers, but it failed.

Wood Bay, Man.—The Smith Grain Co., of Winnipeg, has purchased the eltr. of Wm. Stead & Co. It is expected that it will also deal in lumber and coal.

Langham, Sask.—The Topper Eltr. Co. and Mr. Peterson have completed eltrs. at this point this season. Weibe & Rempel have about completed their 125-barrel flour mill.

Wetaskiwin, Alta.—The Brackman-Ker Milling Co. is making improvements in its eltr. A new bridge and stairway are being put in and a new pit, dump scales and another leg are being installed.

Rosebank, Man.—The Winnipeg Eltr. Co. has completely overhauled its eltr. and will rebuild its power house. A new

gasoline engine will be installed. The Farmers Eltr. Co. has repaired its eltr. and installed a new cleaner.

Stephenfield, Man.—Mr. Law, the local wheat buyer, was severely injured recently while fastening one of the eltr. doors during a high wind. The other was blown shut and he was caught between the 2 doors and badly cut and bruised.

Quebec, Ont.—Suit against the Great Northern Eltr. Co. and the Great Northern Ry. to recover \$38,360, has been brot by Cramp, Mitchell & Serrill, bankers of Philadelphia, on bonds of the eltr. company held for them by the Royal Trust Co.

Calgary, Alta.—A grain inspection for Alberta separate from that of Manitoba is to be established by the recently organized Alberta Grain Ass'n, of which Mr. Strong is pres. The inspector will be stationed at Calgary, and the winter wheat will be known as Alberta red.

Calgary, Alta.—Alberta winter wheat, in competition with winter wheat grown in Washington, Oregon and California, secured the gold medal for excellence at the Portland exposition. It was exhibited by the C. P. Ry., which distributed 4,000 sample bottles of the grain.—R. F. R.

Winnipeg, Man.—Frederick Hilderman was arrested Oct. 20 with his wife and son for stealing wheat from cars in the C. P. yards. They were caught in the act of taking the grain, and to make it look as if they had picked the grain up along the track had placed some gravel in the bag.

Fort William, Ont.—An accident to the machinery in Eltr. B on the night of Oct. 9 put that house out of business for 4 days. The damages were repaired and the trouble with the scales in the other eltrs. has been remedied, so that all of the houses at Fort William and Port Arthur are in excellent condition to handle the heavy receipts.

Winnipeg, Man.—The Smith Grain Co., Ltd., incorporated, \$40,000 capital stock, to build and operate mills, eltrs. and warehouses, with headquarters at Winnipeg. Incorporators, Maurice K. Smith and Frank E. Murray, Winnipeg, Edw. Florence, Humboldt, Minn., Andrew M. Ecklund, Williams, Minn., and Jas. K. Gray, of Northcote. The officers of the company are: Edw. Florence, pres.; A. M. Ecklund, secy.; M. K. Smith, treas and mgr.

Winnipeg, Man.—The total amount of grain marketed along the C. P. Ry. prior to Oct. 21 was 16,377,000 bus. of wheat and 858,000 bus. of other grains; compared with 7,878,000 bus. of wheat and 228,000 bus. of other grains for the same period of last year. The receipts of wheat along the C. N. Ry. prior to Oct. 21 were 6,000,000 bus. and it is expected that 20,000,000 bus. will be handled before the season is over. Last season 8,000,000 bus. were handled.

Montreal, Que.—The two big milling companies of the Dominion have held their annual meetings, the Lake of the Woods Milling Co. on Oct. 4 and the company are: Edw. Florence, pres.; A.

companies have had a prosperous year. Robert Meighen was elected pres. and managing director of the Lake of the Woods Co., while C. R. Hosmer was elected pres. and F. W. Thompson managing director of the Ogilvie Co. Pres. Meighen said his company was not in the market buying wheat at the very high price ruling in the Canadian Northwest during the months of July and August, the price paid then being much higher than the value of wheat in any other market of the world. These conditions curtailed the demand for flour, buyers only purchasing for immediate requirements. The company embraced the opportunity of the high price ruling during the period mentioned, and sold its surplus wheat. The directors of the Ogilvie Co. reported that the new eltr. at Fort Williams was in successful operation, and that the profits for the year amounted to \$472,230, out of which \$289,500 was paid in dividends.

Toronto, Ont.—At a special meeting of the grain section of the Board of Trade it was decided to ask the railroads to provide storage room at the New York and other American seaboard eltrs. for the same grades as last year, but substituting No. 2 white, No. 2 red and No. 2 mixed winter wheat in place of No. 4 white oats, No. 2 barley and No. 2 rye, and the recommendation was forwarded to the Montreal Board of Trade for its concurrence. The following resolution also was adopted: In view of the fact that there have been very serious delays in supplying cars for grain from eltr. ports for the past two or three years, which has resulted in very serious loss to the grain dealers and millers, not only on interest and insurance, but also loss owing to having sales of grain cancelled on account of being unable to get the cars in time, and it is stated that preference is given to grain for export, especially to American grain, contrary to the railway act; Therefore, resolved, that the Railway Commission be requested to inquire into the question, and take whatever action is necessary to prevent this discrimination, and compel the railways to provide proper facilities to handle the business with reasonable despatch.

## CHICAGO.

O. W. Clapp & Co. have moved to 2 Sherman street.

Memberships in the Board of Trade are selling at \$3.175.

Jas. Carruthers, of Montreal, has been admitted to membership in the Board of Trade.

L. S. Hoyt is now representing W. H. Lake & Co. He traveled formerly for Montague & Co.

Wm. J. Hammell, who has been with Knight & McDougal for 4 years died suddenly Oct. 17 at the Lakeside hospital.

Of the proposed amendment to the rules to advance the commission rate Atty. H. S. Robbins of the Board of Trade says one provision is of doubtful legality.

Harmon Spruance, head of the grain firm of Harmon Spruance & Co., died Oct. 16 after an illness of nearly 12 years. He was a member of the Board of Trade for 25 years, but withdrew in 1888.

W. T. Anderson, commissioner of the National Board of Trade, appeared before the directors of the Board of Trade Oct. 10 to make a plea for the renewal of its

membership in the national body by the Chicago exchange. The directors took the question under advisement.

**WANTED**—Rules governing the grading of yellow oats which shall take cognizance of their different characteristics. The Warehouse Com'n seems to be ready to grant the rules for the asking.

John Dorsey, employed at the Irondele Eltr., fell 105 ft. Oct. 17 from the roof of the eltr. into the Calumet river. He was unhurt and after swimming to the shore wrung his clothing and returned to work.

Frank W. Hotchkiss has accepted a position with the Geo. H. Daggett Co. and will manage its cash grain department. He was formerly in charge of the receiving department of the Calumet & Western Eltr. Co.

The proposed amendment to the rules of the Board of Trade requiring buyers to pay 80 per cent of the purchase price of cash grain after the delivery of Bs-L has been referred back to the committee on rules.

The Fulton and St. Paul Eltrs. have been declared irregular, the grain has been removed, receipts cancelled and they will hereafter be used as unlicensed houses. The Armour Eltr. Co., which operates them, applied for the change.

Newell C. Knight and Reuben H. Donnelly were dismissed Oct. 6, both individually and as members of the firm of Knight, Donnelly & Co., from bankruptcy proceedings. Most of the creditors were paid 27% by Receiver Edw. C. Potter and the case was closed, the creditors agreeing to the dismissal.

A petition in bankruptcy was filed Oct. 13 for A. J. Whipple & Co. by John Aling, a member of the firm; and the Western Trust & Savings Bank was appointed receiver. Liabilities will reach almost \$100,000, with \$50,000 assets. The cause of the failure was financial loss during the panic of May 9, 1901.

The Atchison, Topeka & Santa Fe R. R. Co. will duplicate the storage and handling capacity of the burned Santa Fe Eltr. by building on the same site a working house of 500,000 bus. and storage tanks of 800,000 bus. capacity. The material of which the tanks will be constructed has not been settled upon, but the officials think favorably of cement concrete. No plans have been made, nor have any contracts been let.

The 49th birthday of D. J. Murphy was celebrated on the floor Oct. 18. The decorations were in green and orange, and Adolph Hertz served. The decorations adorned a genuine black thorn stick, Irish origin guaranteed, which was presented by friends in the wheat pit with appropriate remarks by both Murphy and Hertz. It was said an invitation to join the Standard Club also was tendered Mr. Murphy by the donor.—*Tribune*.

Wm. E. McHenry's suit against the Board of Trade, to recover \$3,400, the value of his membership, has been decided against by Judge Chytraus of the Superior Court, on the ground that an expelled member has no property right in his membership after his expulsion. Mr. McHenry was expelled more than 2 years ago for dishonest conduct. The courts have uniformly decided that ass'ns have a right to expel members for sufficient cause, and that the fact that the membership has a cash value is immaterial.

Trade in bids and offers, which are the new names for puts and calls, is growing apace. Straightlaced members of the Board of Trade stand aghast. No one can plead ignorance of the traffic in this form of privileges, since the trades are made in the smoking room on the same floor as the exchange hall by permission of the Board of Directors. Daily at 1:30 p. m. the members adjourn from the pits to the smoking rooms and shout their bids and offers, pandemonium reigning supreme. Put and call traders are "ticked to death" over the new arrangement, since it far excels in convenience any of the facilities formerly at the disposal of the curb crowd. As a gathering place the steam-heated smoking room is far superior to the windy open court in the rear of the Board bldg.

United States marshals found a dusty job recently when they undertook to seize 19,074 bus. of corn stored in the eltr. of the South Chicago Eltr. Co. at 91st and the Calumet River. After discovering the bins containing the corn the marshals left two custodians to watch it. The United Grain Co., which owned the corn, took this method to get possession, since the eltr. company refused to let the corn go out until certain matters were satisfactorily arranged. On Oct. 19 the South Chicago Eltr. Co. got out a writ of attachment and had it served on the grain in its own eltr.; but finally the warehouse certificates were presented and the loading out of the corn was permitted. During the past 12 months the South Chicago Eltr. Co. has handled a great deal of grain for the United Grain Co. thru its eltr. under special contract.

The Progressive Club is being organized by members of the Board of Trade to accomplish certain changes in Board of Trade rules, that the club promoters deem progressive, such as making the rule against corners stronger, changing the penalty for curb trading to suspension for one month instead of a year, and to prohibit the appointment of any officer of the Board to enforce laws of the state or to act as prosecutor of any member of the Board without the approval of the members by ballot. Secrecy marks the methods of the club. Unsigned circulars are addressed to members inviting them to join and to donate a dollar for expenses. The success of gum-shoe methods in obtaining a repeal of the Board's rule against privileges has encouraged the Progressives to believe that other amendments desired by them can be had by quiet work.

No endorsement of the trade in bids and offers has been made officially by the directors or officers of the Board of Trade. No changes have been made in the rules in recognition; and none are likely to be made in view of the opinion of good attorneys that the legality of the trade is questionable. By granting the use of the smoking rooms the directors have made themselves popular with the majority of traders. Individual members who do not approve of the trade can stay away. Only a few are standing aloof, among them being Logan & Bryan, Hurlburd, Warren & Co., John H. Wren & Co., and A. O. Slaughter, Jr., & Co. Logan & Bryan have made the following announcement: "After most careful consideration and after obtaining some of the best legal advice in this city, the firm of Logan & Bryan has decided it will not trade in Chicago in what are called 'bids and offers.' In making this decision we

do so to protect our own firm and at the same time protect our correspondents." W. S. Warren, former pres. of the Board of Trade, says: "So-called 'bids' and 'offers' are identical in principle and practice and in every way except name only, with 'puts' and 'calls,' or 'options,' as defined and prohibited by the statute of the state, which has been upheld by the Supreme courts of the state and of the United States. There is not a scintilla of doubt in my mind that if the question gets up before the courts which have heretofore passed upon 'puts' and 'calls' that they will at once see through the form to the substance and tear away the thin disguise. In the meantime, in my judgment, the board of trade is placed in a very equivocal position by the acts of its members, who advocate 'puts' and 'calls,' and these members are taking chances which no conservative business man ought to take."

## COLORADO.

Boulder, Colo.—The McDonald Eltr. Co. incorporated, \$50,000 capital stock, to operate an eltr. at Longmont. Incorporators, Kenneth McDonald, Jos. Dalton and Kenneth S. McDonald.

Ft. Collins, Colo.—The Moody-Warren Commercial Co. has improved its eltr. and increased its capacity. Moore & Jackson have enlarged the eltr. which they purchased recently.

## ILLINOIS.

Marine, Ill.—Louis Kolb & Son will build an eltr.

Mt. Sterling, Ill.—Geo. Keyser has succeeded Pendleton & Keyser.

Birdsbridge, Ill.—M. Truby & Son are building an addition to their eltr.

Sheldon, Ill.—The Cleveland Grain Co. has begun work on its eltr. and power house.

Reading, Ill.—John Bowlin & Co. has reshingled his warehouse this fall and installed new spouts.

Georgetown, Ill.—C. B. Spang has installed a No. 2 U. S. Corn Sheller and No. 0 Western Rolling Screen Cleaner.

Taylorville, Ill.—Firey Bros. have purchased the interest of C. A. Brater in the firm of Firey Bros. & Turner.

Peoria has captured the next annual meeting of the Ill. Grn. Dirs. Ass'n. The next lucky city must get to work early.

Litchfield, Ill.—C. B. Mundy & Co. are building an office, which will be connected with the old office by a warehouse.

Manhattan, Ill.—C. J. Meyers has about completed his eltr. at Andres, the new town 6 miles east of Manhattan on the I. & M. Ry.

Bath, Ill.—The eltr. of McFadden & Co., of Havana, burned Oct. 7 with \$2,000 worth of grain and the nearby cribs. Loss \$4,000.

Champaign, Ill.—The foundation for the eltr. of the Cleveland Grain Co. has been completed and work has been commenced on the bins. The foundation is 5 ft 4 inches thick.

Virden, Ill.—The proposition to build an eltr. has been abandoned by the farmers. After a thoro canvass among the farmers only 1/4 of the amount needed was subscribed.

Normal, Ill.—Bentz Bros., of Nokomis, have purchased the eltr. of the Hazen-winkle Grain Co. and took possession Oct. 9. The sale was made thru C. A.



Burks. W. F. Bentz will manage the local business.

West Ridge, Ill.—The ruins of the eltr. of Hetch Bros. are being cleared away as rapidly as possible. Work will be commenced on the new eltr. as soon as the ground is clear.

Congerville, Ill.—Mr. Rich, of Danvers, has purchased the interest of O'Hara, Baldrige & Co. in the local eltr., which has been in charge of Geo. Lentz. The invoice will be taken Nov. 15.

Sterling, Ill.—Harrison Bros. have installed machinery for grinding corn and other grain for feed and have made other improvements in their plant. They have installed a 30-h. p. gasoline engine.

Monica, Ill.—The Monica Eltr. Co. incorporated, \$5,000 capital stock. Nearly all the farmers in the vicinity of Monica are stockholders. It is understood that work will be commenced at once on an eltr.

Rockford, Ill.—Bert Popham, who has been running a local office placing trades with the Hammond Eltr. Co., recently pleaded guilty to the charge of running a bucket-shop, and was fined \$200 and costs.

Springfield, Ill.—John H. Lloyd, of the firm of C. O. Matheny & Co., mourns the loss of his only son who was thrown from his bicycle Oct. 6 and died from concussion of the brain. He was only 16 years of age.

Joliet, Ill.—The loss on the burned Union Eltr. has been settled. The loss of the Midland Eltr. Co. on machinery was \$6,198, insurance, \$5,000. Bartlett, Frazier & Carrington's loss on grain was \$66,309; insurance, \$79,500. Loss on building, \$70,480; insurance, \$66,000.

How unjust is the discrimination against Illinois grain by the Illinois Central Railroad is apparent when it is considered that on cars of grain at Chicago ordered to connecting lines to go thru to the east the I. C. makes no charge. On cars of grain ordered to connecting lines, held for transit to go east later, the I. C. charges \$2. For this \$2 the road has performed no service whatever. The expense of unloading an I. C. car thru a transfer eltr. into the car of the eastern line is all borne by the eastern line, and the cars of the I. C. follow the same course in both cases, hence why the charge? The I. C. gets its cars back promptly in both cases. Will the Illinois Central wait until its graft is exposed before abolishing the \$2 transit charge?

Peoria, Ill.—Cars delivered to the tracks of the Burlington Eltr. Co. have invariably been falling short many bus. A dozen small children who formed a gang of car sweepers were arrested and warned to stop the practice. Still the thefts continued. Suspicion pointed to 4 men employed by the company to unload cars. The police were requested to watch the quartette. As a result 2 of them were captured with sacks of stolen grain on their backs on the afternoon of Oct. 13; while on their way to the house of Mrs. Buske with their plunder. Mrs. Buske is a woman of 60 years, and is alleged to have afforded the grain thieves a ready market for all they could steal. This nefarious trade she is said to have carried on so long as to have amassed a comfortable fortune. Following the arrest of Mike Kinney and Andrew Flosky, Mrs. Buske was taken into custody next morning, together with Ben Trumpeter and John Sullivan.

## INDIANA.

Bremen, Ind.—The Bremen Grain Co. is painting its eltr.

Clarksville, Ind.—J. L. Storms has purchased a site and will build an eltr.

Covington, Ind.—Thos. Bodine is the only regular grain dealer at this place.

Indianapolis, Ind.—The eltr. for the South Side Grain Co. has been completed by Fred Friedline.

Fowler, Ind.—The Dunnington Grain Co. is building a 100,000-bu. eltr. on the Indiana Harbor Ry. at Dunnington.

Purdue University will hold the largest corn show ever given in Indiana Jan. 8 to 12, in connection with the corn school.

Indianapolis, Ind.—A. L. Blythe, formerly agt. for the Shellabarger Eltr. Co. at Coles, Ill., has accepted a position with H. E. Kinney.

Ridgeville, Ind.—D. G. McFadden & Co. are making improvements in their eltr. and are installing a Constant Water-tight Boot and Safety Platform Dump.

Logansport, Ind.—A meeting of grain dealers of northern Indiana was held Oct. 16 at the Barnett hotel. Secy. J. M. Brafford, of the State Ass'n, was present.

New Waverly, Ind.—The Andersen Milling Co. incorporated, \$10,000 capital stock, to operate eltrs. and flour mills. Incorporators, C., A. W. and H. J. Andersen.

Geneva, Ind.—The Geneva Milling & Grain Co. incorporated, \$15,000 capital stock. The directors of the company are Samuel Egly, Wm. A. Aspy, Chas. A. Haviland and Rufus Miller.

Jeffersonville, Ind.—The inspection of grain at New Albany and Jeffersonville instead of Louisville is requested by the railroads in a petition to the Louisville Board of Trade, which has referred the petition to the grain committee.

David Anderson, who is one of the five members of the arbitration committee of the Indiana Grain Dealers Ass'n, resides at Noblesville, Ind., and is secy-treas. of the Noblesville Milling Co., operating one of the largest winter wheat mills in the United States.

Seymour, Ind.—The Blish Milling Co., which operates a flour mill of 1,000 bbls. daily capacity, has in connection therewith wheat storage capacity of 250,000 bus., of which 100,000 bus. is in a cribbed house and the remainder in three steel tanks of \$50,000 bus. each. Besides being on the line of the B. & O. S. W. R. R. Seymour is at the junction of this system with the L. & N. Division of the P. C. C. & St. L. R. R. and the Southern Indiana R. R.

## INDIAN TERRITORY.

Haskell, I. T.—J. H. Hines and W. A. Kolf, of Boynton, contemplate building an eltr.

Marlow, I. T.—The Clift Grain & Eltr. Co., of Hastings, Okla., will build a 10,000-bu. eltr. The building will be 24x36 ft. and 24 ft. high.

## IOWA.

Sac City, Ia.—The Northern Grain Co. is building an engine house.

Jollev, Ia.—The Farmers Eltr. Co. will build additional crib room to handle the corn crop.

Luana, Ia.—The eltr. of Gilchrist & Co. has been opened for the season with Geo. Lindroth in charge.

Spirit Lake, Ia.—J. W. Knudson, son of J. E. Knudson, has succeeded L. E. Brockett as manager for J. E. Knudson & Co.

Corley, Ia.—Claus Albers has let the contract for the erection of an 18,000-bu. eltr. to the Younglove Construction Co.

Eldora, Ia.—The J. F. Donovan Eltr. Co. of Warren, Ill., has purchased the I. C. Eltr. A. S. Howell will have charge for the new owners.

Granite, Ia.—L. A. Brockett, formerly mgr. for J. E. Knudson & Co. at Spirit Lake, has taken charge of the eltr. at this point for Anderson & Moen.

Sioux City, Ia.—The Blenkiron Grain Co. has let the contract to the Younglove Construction Co. for the erection of 5 eltrs., to be built on the Ashland extension of the G. N. Ry. in Neb.

Belmond, Ia.—The J. & R. Grain Co., which is composed of J. N. Johnson and W. I. Rosecrans, has succeeded J. N. Johnson & Co. at Belmond, Galt, Latimer, Palsville, Kanawha and Olaf.

Geneva, Ia.—H. W. Iblings has completed a coal bin 14x100 ft. with cement bottom, which gives very good satisfaction. The delivering side is 7 ft. 6 in. high and track side 14 ft., with doors wide enuf to wheel coal from cars.

Muscataine, Ia.—The eltr. of the Great Western Cereal Co. was slightly damaged Oct. 15 by a fire which started on the fifth floor of the building. About 50,000 bus. of oats were drenched and cannot be used for making meal. Loss, \$20,000; probably covered by insurance.

## KANSAS.

Enterprise, Kan.—The Hoffman Eltr. Co. has succeeded C. Hoffman & Son.

Scranton, Kan.—F. E. Michaels has completed his eltr. and has it in operation.

Elyria, Kan.—John W. Quinn will have charge of the eltr. for the Pacific Eltr. Co. this season.

Coffeyville, Kan.—The Walton Grain Co. has purchased the eltr. of the H. L. Strong Grain Co.

Dunavant, Kan.—The Dobbs Grain Co., of McLouth, is building an eltr. and will buy corn this fall.

Kansas City, Kan.—Carrington, Patten & Co. have taken possession of the Rock Island Eltr. and have put it in operation.

Selden, Kan.—The 20,000-bu. eltr. for the Nebraska Eltr. Co. has been completed and Frank L. Crain, of Narka, has taken charge for the company.

Dalton, Kan.—J. J. Stevens has written the state railroad commissioners that he is unable to obtain cars from the Santa Fe in which to ship grain.

Moundridge, Kan.—J. Strauss, whose eltr. has been under lease to the Moundridge Grain Co., has taken back the house and is now operating it himself.

Garden City, Kan.—The foundation and pit for the eltr. and mill of Dockum & Whittaker have been completed and work on the building will be started at once.

Palco, Kan.—The Jos. Knakal Grain Co. has purchased the eltr. of C. Hoffman & Son. The new owners contemplate tearing down the old eltr. and building next spring a 20,000-bu. cribbed eltr. on the site.

Ottawa, Kan.—Mrs. Wilson, wife of C. S. Wilson of the Williams-Wilson Grain Co., committed suicide Oct. 20 by taking carbolic acid. Despondency, resulting

from ill health, is supposed to have been the cause.

Pratt, Kan.—The Home Grain Co., of Kansas City, has bot the eltr. and grain business of A. F. Jones and has taken possession. Oliver Bailey, who has been with Mr. Jones for some time, has been retained as mgr. of the business.

Geuda Springs, Kan.—The 25,000-bu. eltr. of Nelson & Tipler burned Oct. 12 with 10,000 bus. of wheat, a car of wheat, 2 corn cribs containing 5,000 bus. of new corn, 3 freight cars and the eltr. office. Loss about \$25,000; partly covered by insurance.

Topeka, Kan.—Carr W. Taylor, atty. for the state railroad commission has written the clerk of each county for information on the lowest rates on grain charged from the principal stations to Kansas City, also the reasons for any increases or reductions in rates.

L. Cortelyou, pres., states that the Kansas Grain Dealers Ass'n could not secure accommodations in Kansas City during the horse show and so was compelled to abandon the intention of holding a meeting Oct. 17 and 18, and will now wait until some time in January.

Topeka, Kan.—The Missouri Pacific Railway has appealed from the decision of the state railroad commission by filing suit in the Shawnee County district court to test the constitutionality of the law requiring railroads to either furnish sites for grain elevators or to build side tracks to them if located within a reasonable distance.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. will build a large corn mill near its eltr. Corn meal, corn chops and all sorts of corn foods will be manufactured. The Western Star Mill Co. is improving its eltr. and installing a No. 3 U. S. Corn Sheller, No. 7 "Little Giant" Corn Cleaner, Constant Improved Iron Boot, Patent Chain Drag and Self-locking Rail Dump.

Halstead, Kan.—Instead of payment for the eltr. built by P. H. Pelkey being refused by the farmers on account of defects in the material, as stated in this column, Oct. 10, the fact is that the farmers who subscribed the funds for the eltr. have not paid up their notes given for shares of stock in the National Farmers Exchange; and the notes for the Halstead eltr. not being paid, the company has no money to pay for the eltr. The house is first-class in every respect, equipped with Fairbanks Engine and Scales and modern machinery. Mr. Pelkey built the house for the National Farmers Exchange, of which H. N. Gaines is pres. Mr. Pelkey's suit is against the company or the stockholders of the Halstead local for payment for the eltr.

## KENTUCKY.

Owensboro, Ky.—Local grain shippers have effected a settlement with the railroads of the alleged discrimination in rates.

Henderson, Ky.—A fire, which started from a hot box on the top floor, was discovered Oct. 3 in the eltr. of A. Waller & Co., but was put out before much damage was done.

Louisville, Ky.—The federal grand jury on Oct. 13 indicted Hollis H. Price of the Barton-Price Co., grain dealers, and Chas. Wells, a former employee of the Kentucky & Indiana Bridge Co., on 6 counts for conspiring to defraud in violation of the interstate commerce law by reweighing cars, reporting them falsely, after which

false Bs-L were sent out and rebates collected of the railroads for alleged overcharges. The Kentucky & Indiana Bridge Co. alleges that it has lost several thousand dollars thru the practices of Price and Wells.

## LOUISIANA.

New Orleans, La.—The New Orleans Rice Ass'n, at a meeting Oct. 16 decided not to employ a secy. to succeed Mr. Palmer, who left the city when the yellow fever broke out, to accept a flattering offer from a northern railroad. The Ass'n may be dissolved.

## MARYLAND.

Baltimore, Md.—C. J. Grumbine, 1st Asst. Inspector, died of cancer Oct. 20. He had served the dept. well for 25 yrs.

Baltimore, Md.—The Baltimore Pearl Hominy Co., whose plant burned in the fire of Feb. 7, 1904, will rebuild its plant on a larger scale and will make a specialty of corn products.

Baltimore, Md.—Chas. G. Clarke, who has been conducting a grain and hay business under the firm name of the Chas. G. Clarke Co., has retired from business and removed to New York, where he will engage in other business.

Baltimore, Md.—Jos. Wirth has succeeded Wm. Gleason as assistant superintendent of the Central Eltr. Co. He was formerly connected with the inspection department of the Chamber of Commerce, from which he resigned Oct. 10.

Baltimore, Md.—The first car of new corn from the west to arrive this season was received Oct. 17 by Thos. S. Clark & Sons from Indiana. It graded Steamer White and was sent to eltrs. for shipment abroad. The consignment amounted to 1,700 bus.

## MICHIGAN.

West Branch, Mich.—The Saginaw Milling Co., of Saginaw, will build a grain eltr.

Urania, Mich.—Cook & Wilson have succeeded Sherman Cook. Mr. Wilson is interested in the Milan Eltr. Co., at Milan, Mich.

Fowler, Mich.—The eltr. of Sturgis & Son had a narrow escape Oct. 14 from destruction by a fire which destroyed an adjoining hay barn.

Durand, Mich.—The eltr. plant formerly operated by Hamlin Bros. was sold at auction Oct. 18. Hamlin Bros. have discontinued the grain business.

Edwardsburg, Mich.—C. E. Carpenter, of Schoolcraft, has purchased the site of the eltr. operated by McLane, Swift & Co., which burned Aug. 22. He will build an eltr.

Detroit, Mich.—David S. Beals, superintendent of the terminal eltr. of the Detroit Railroad Eltr. Co., died Oct. 15, aged 81 years. Mr. Beals had had charge of the eltr. for nearly 33 years.

Standish, Mich.—K. L. Vincent, mgr. of the eltr. for Caughrey & Vincent, was caught in a rapidly revolving shaft Oct. 17 while inspecting the machinery and was seriously, but not fatally, injured.

St. Johns, Mich.—Stone & Burgess have purchased the hay warehouse of Young Bros., of Lansing. They have also added a 7,000-bu. bean eltr. to their plant. The hay warehouse has capacity for 65 cars of beans.

Clare, Mich.—The Burch-Wyman Grain Co. has improved its eltr. increasing the

capacity by 3,000 bus. Machinery for bean piking has been installed and a gasoline engine for operating this machinery has been put in.

Flushing, Mich.—The Hart Milling & Power Co. incorporated, \$100,000 capital stock, to engage in the milling and eltr. business. Incorporators, R. O. Hart, L. E. Hart and Ira T. Sayre. Mr. Sayre is pres. and R. O. Hart, secy. and treas.

## MINNEAPOLIS.

The Electric Steel Eltr. Co. will build a 500,000-bu. steel eltr.

The Sheffield Eltr. Co. will build a brick addition to its power house. The addition will cost \$1,500.

Wm. Maxwell was suspended from membership in the Chamber of Commerce Oct. 10 until he settles some bills against him.

The Albert Dickinson Co. is building an addition to its cleaning mill. The work on the 1,000,000-bu. steel eltr. for the company is well under way.

W. H. Lake & Co., of Chicago, have opened a branch office in the Chamber of Commerce, under the name of Lake, Brown & Co., with E. L. Brown as resident partner. Mr. Brown was formerly a member of the firm of I. G. Andrews & Co.

Col. G. D. Rogers, secy. of the Chamber of Commerce, has been appointed general counsel of the Chamber, and his position as secy. has been filled by the promotion of L. T. Jamme from asst. secy. and traffic mgr. to secy. John D. McMillan is the choice of many members of the Chamber for the office of vice pres., made vacant by the election of P. B. Smith to the presidency.

Scarcity of cars has forced the Great Northern to post notice in the Chamber of Commerce that cars must not be held in handling grain from one eltr. or mill to another, under penalty of a charge of \$9 per day. Neither will that road permit the loading of flour in its cars for the head of the lakes. This means that the wheat cars arriving from the west will no longer be reloaded with flour and sent east but will be returned west to load more wheat.

## MINNEAPOLIS LETTER.

The mills are still running day and night and are unable to fill orders. The trade in the pit is very light and the brokers for want of something to do, are indulging in considerable horseplay.

Navigation as far as Minneapolis is concerned is closed. Considerable course grain is moving already, all rail to New York. This has been brought about by the activity of the lake lines who have engaged all their freight room for the balance of the season and no new business is possible.

P. B. Smith, the new pres., strongly advocates an increase in the transfer charges of memberships. The charges are \$15 and have been that amount ever since the exchange started. Mr. Smith thinks \$100 is not too much and is entirely commensurate with the value of the membership.—Minn.

## MINNESOTA.

Clara City, Minn.—The Willmar Milling Co. is building an eltr.

Duluth, Minn.—Memberships in the Board of Trade are selling at \$2,600.

Keywest, Minn.—Thorpe Bros. have



built a grain eltr. 6 miles north of Key-west.

Springfield, Minn.—Edw. Prah! has been secured as mgr. for the Farmers Eltr. Co.

Duluth, Minn.—No. 2 durum wheat is selling at discount under No. 2 northern of only  $7\frac{1}{2}$ c.

Sanborn, Minn.—W. A. Gleason has succeeded F. E. Gleason as grain buyer for Bingham Bros.

Cokato, Minn.—Andrew Mattson has succeeded Wm. Christianson as mgr. for the Osborne-McMillan Eltr. Co.

Long Prairie, Minn.—The eltr. for the Farmers Eltr. Co. has been completed. Clarence Rice has been secured to buy grain for the company.

Rothsay, Minn.—G. M. Cowie has succeeded Mr. Arneson as agt. for the Northwestern Eltr. Co. The latter has been transferred to Breckenridge.

St. Paul, Minn.—Grain men from Duluth visited Commissioner Staples of the State Railroad and Warehouse Commission, Oct. 10, with regard to the grain inspection fight at Superior, Wis.

Fairmont, Minn.—Henry Rippe has transferred his eltr., mill and warehouse at Fairmont and his mill at Ceylon to the Rippe Grain & Milling Co. The property is valued at \$30,000.

Hallock, Minn.—Judge Grindeland on Oct. 11 set aside the verdict of the jury in the suit of the Smith-Baker Commission Co. against H. B. Borneman, on the ground that the verdict is not sustained by the evidence.

Duluth, Minn.—The Cargill Commission Co., of Minneapolis, will build a steel eltr. with capacity of 2,000,000 or 3,000,000 bus. No wood will be used in the construction of the house, not even in the cleaning machinery.

Amboy, Minn.—Suit against 40 farmer stockholders has been brot by Chas. W. Marks, receiver of the Amboy Farmers Eltr. Co., a co-operative concern. Ninety of the farmers have already paid their assessment of \$50 each, and the court directed the suit against the others, the property of the concern having failed to pay its debts.

C. F. Staples of the Minnesota Railroad and Warehouse Commission, favors an amendment of the law to provide that when negotiable warehouse receipts are tendered to the eltr. companies the storage charges shall cease. This will be in the interest of farmers who have grain stored in country, eltrs. and are unable to obtain cars to move the grain out.

Hastings, Minn.—The eltr. of the Farmers Co-operative Eltr. Co. burned Oct. 13 with about 30,000 bus. of grain, mostly oats. Loss on building \$15,000; house and grain partly insured. The eltr. was of cribbed construction, covered with iron and was purchased recently from Miller Bros., of Minneapolis. It had capacity for 120,000 bus. and had been remodeled recently.

St. Paul, Minn.—The office of the state railroad and warehouse commission is flooded with complaints of grain shippers who are unable to get cars, and the commissioners are taking up the complaints with the railroads by mail, telephone and telegraph, with but little success. One of the commissioners visited Chicago to urge the Rock Island road to supply cars to certain shippers and was successful.

St. Paul, Minn.—The Loftus-Hubbard Eltr. Co. won its claim against the C. M. & St. P. R. R. for the excess charge on 561,292 bus. of oats shipped from Hastings, Minn., to St. Paul. The state railroad commission Oct. 21 decided that the charge of 5 cents for carrying oats from Hastings was a violation of the long and short haul rule, since oats was transported from Afton thru Hastings at 4 cents a 100 pounds.

Lowry, Minn.—Local storekeepers who posed as benefactors of the farming community by assisting in the organization of an eltr. company, to compete unfairly with the regular dealers in the purchase of grain, now have reason to regret their charity. The Osborne-McMillan Eltr. Co., whose business had suffered to some extent, returned the courtesy by looking into the profits of the storekeepers, which were exorbitant, leaving a wide margin for a new store to sell goods at low prices, and accordingly opened a store that gave the local merchants such a hard run that they appealed to the jobbers and wholesalers not to sell goods to the eltr. company.

## MISSOURI.

Missouri has enuf dealers to support a live state ass'n. Get together.

Kansas City, Mo.—The Kansas City Milling Co. contemplates building a 250,000-bu. eltr. and 1,200-barrel mill.

Carthage, Mo.—The Farmers Eltr. has been repaired and will be operated by C. L. Adams in connection with the mill.

Read report of Moberly meeting elsewhere in this number, then join with your brother dealers in their efforts to improve trade conditions.

Blairstown, Mo.—H. B. Maxwell, the new mgr. in charge of the eltr., has overhauled the plant and is putting in a 15-h. p. Witte Gasoline Engine.

St. Louis, Mo.—Harsh Bros. & Co., of Nashville, will move their Memphis branch grain house to St. Louis and will operate thru the public eltrs.

Kansas City, Mo.—Chas. F. French, who has been secy. for the Taylor Grain Co. at Topeka, Kan., contemplates engaging in the grain business here.

Springfield, Mo.—J. C. Conn, of Stockton, Kan., and J. T. Barnes, of Terre Haute, Ind., have bot out and succeeded the R. A. Wright Grain & Feed Co.

Kansas City, Mo.—The Roahen-Cary Grain Co. has been organized to do a receiving business. The members of the firm are E. E. Roahen and P. F. Cary.

St. Joseph, Mo.—The Hinds & Lint Grain Co., of Kansas City, Mo., has opened an office here. F. P. Lint has taken charge and has moved here from Kansas City.

St. Louis, Mo.—The recent order of the state railroad commissioners on re-shipment and switching charges is given in full in Letters from Dealers column, this number.

Kansas City, Mo.—Geo. S. Carkener, who was married recently, was the recipient recently of a chest of silver from members of the Board of Trade, of which he is a popular member.

Kansas City, Mo.—The proposed corn contest has been postponed because the time of preparation is too brief, and instead a Trans-Mississippi Corn Contest will be held in Nov. or Dec. 1906.

Kansas City, Mo.—John R. Tomlin

has succeeded to the membership in the Board of Trade of the late J. H. Tomlin. F. O. Cunningham has purchased the membership of the late S. A. McClean, Jr., in the Board of Trade.

Kansas City, Mo.—The proportional rate on wheat from southern Missouri River points to Memphis, destined to Southern and Carolina territory, as announced by the Missouri Pacific will be 12c per 100 pounds, effective Nov. 1.

Kansas City, Mo.—The Nash-Ferguson Grain Co., has opened an office in the Board of Trade bldg. The firm consists of Wm. Nash of Chicago and W. H. Ferguson, Lincoln, Neb. Frank Delaney is managing the Kansas City office.

St. Louis, Mo.—Gilbert Sears, C. B. Benton and Howard G. Pendleton of St. Louis, and H. Sparks of Alton, Ill., visited Governor Deneen at Springfield, Ill., Oct. 10, with regard to grain inspection at East St. Louis, where they operate eltrs.

Kansas City, Mo.—Among those summoned to testify in the bucket-shop investigation before the St. Louis grand jury were C. C. Christie, and James Donohue, pres. and secy., respectively, of the National Board of Trade, the biggest bucket-shop of all.

St. Louis, Mo.—Judge Vandeventer of the U. S. Court on Oct. 17 set Nov. 9 as the date for a special grand jury to hear witnesses for the government against Senator Burton, who was once indicted on 9 counts for accepting 5 checks of \$500 each to appear before the post office in behalf of the get-rich-quick swindle known as the Rialto Grain & Securities Co.

St. Louis, Mo.—The directors of the Merchants Exchange have refused the petition for the use of the exchange hall after hours for curb trading, on the ground that the Exchange can not recognize privilege trading. Hitherto bucket-shops have taken advantage of the open trading in the basement to hedge against their trades. It has been decided to hold the curb market in one of the private offices, thus excluding non-members.

Kansas City, Mo.—All the railroads are making an elevation allowance of  $1\frac{1}{4}$ c at Kansas City on eastbound business. Since Oct. 1 the Frisco System has allowed  $1\frac{1}{4}$ c only on grain thru eltrs. at Rosedale, Kan., and originating at points east of the Missouri River; and after Nov. 1 will cut off all eltr. allowances to competitive Missouri and Kansas points. The Kansas City Southern has discontinued making any allowances for loading or transferring grain products.

## ST. LOUIS LETTER.

St. Louis is beginning to feel the effect of the car shortage, but not to interfere with business. The movement of freight is being delayed on both sides of the river.

The St. Louis Merchants Exchange will be represented at the Interstate Commerce Law Convention to be held at Chicago by W. P. Kennett, T. R. Ballard, W. H. Danforth and G. F. Powell.

An adjustment of the export grain rates, in so far as St. Louis is concerned, from Missouri river points to the gulf, is expected to result from a conference held Oct. 13. The transportation committee of the Merchants Exchange, the freight traffic officials of the railroads

entering St. Louis from the west and the sev. of the St. Louis Traffic Bureau participated. It was pointed out to the railway men that the new grain rate schedule, which went into effect on Oct. 1, would work much injury to the St. Louis grain trade. The officers of the various lines now have the matter under advisement and will report their decision at a meeting to be held in the near future. The railways represented were the Burlington, Frisco, Illinois Central, Missouri Pacific, Chicago and Alton, the Missouri Kansas and Texas, the Rock Island and the Wabash.—W. H.

## MONTANA.

Lewistown, Mont.—The 70,000-bu. eltr. of the Judith Basin Milling Co. has been completed and is ready for business.

## NEBRASKA.

Wilber, Neb.—The Hopkins-Goodell Co. is making improvements in its eltr.

Rosemont, Neb.—Andrew Krause has taken charge of the eltr. for H. Gund & Co.

Raymond, Neb.—H. B. Hoyle, of Hallam, has purchased the eltr. of H. L. Aden and has taken possession.

Trumbull, Neb.—The Hayes-Eames Eltr. Co. has engaged Frank Perry as mgr. of its eltr. for the season.

Pickrell, Neb.—The Farmers Eltr. Co. has purchased the eltr. of the Nebraska Eltr. Co. Possession was given at once.

Beemer, Neb.—Baker & Albright have succeeded Ed Albright, J. L. Baker having purchased an interest in the business.

Ainsworth, Neb.—W. D. McCord, a farmer, is building a 10,000-bu. grain eltr. The house will be 24x40 ft. and 24 ft. high.

Wolbach, Neb.—The Greeley Livestock & Grain Co. incorporated, \$25,000 capital stock. Incorporators, W. T. Auld and E. D. Gould.

Shelby, Neb.—H. L. Aden, formerly in business at Raymond, has been hired to manage the business for the Farmers Business Ass'n.

Omaha, Neb.—The Rock Island Ry. will, it is reported, build a small transfer eltr. at Council Bluffs, instead of building on this side of the river.

Hoag, Neb.—The eltr. of the Ewart-Wilkinson Grain Co. was struck by lightning Oct. 14 and burned with a quantity of grain. Loss, \$5,000; partially insured.

Fremont, Neb.—The Brown Milling Co., which is operating the old plant of the Royston Milling Co., contemplates building a steel tank eltr. and 36x60 ft. warehouse.

Kearney, Neb.—The Westbrook-Gibbons Grain Co. has let the contract to D. H. Cramer for the erection of a 110,000-bu. eltr. It will have a concrete foundation.

Beatrice, Neb.—Wm. N. Spellman, who recently sold his eltr. to Norcross Bros., has leased the eltr. of the Local Grain Co., which was formerly operated by C. T. Peavey.

Laurel, Neb.—The Peavey Eltr. Co. has repaired and painted its eltr. and installed a new scale. Mr. Johnson has succeeded W. M. Albers as agt. for the Terwilliger & Dwight Co.

McCool, Neb.—Nelson Bros., of York, have purchased the eltr. of W. H. Ferguson and has installed H. C. Schultz as

grain buyer. The new owners have eltrs. at Stromburg, Knox and Benedict.

Ashland, Neb.—The McCaull-Webster Eltr. Co., of Minneapolis, has secured sites for 7 eltrs. on the new line of the G. N. Ry. between Ashland and Sioux City, Ia. The houses will be of 25,000-bu. capacity with coal sheds and lumber yards in connection. There will be 15 new towns on this branch but none have been named.

Lincoln, Neb.—The Omaha Eltr. Co. on Oct. 14 filed its brief in the suit of the attorney-general against the members of the Nebraska Grain Dealers Ass'n. The company alleges that the law of 1889 is invalid; that the act of 1893 does not affect grain men; that the first and second acts of 1897 are invalid; that the law of 1887 having been repealed by the law of 1905 the last named is the only law effective, and no prosecution can be begun under this act because the acts complained of were committed prior to 1905.

## NEBRASKA LETTER.

Maywood.—W. M. Bruce, of Bertrand, sold his eltr. at this point to Hunt & Chamberlain.

Benedict.—J. W. Meyers bot one of the eltrs. at this point, which was owned by the Foster Grain Co.

York.—Nelson Bros. have leased the eltr. from W. H. Ferguson, which was formerly operated by the McCloud Grain Co.

Grand Island.—Oscar Wells & Co. have bot out the McCloud Grain Co. at Abbott and Grand Island, which leaves the McCloud Grain Co. out of the grain business altogether, at least for the present.

Humboldt.—Mrs. O. A. Cooper, who was burned Aug. 30 when lighting a gasoline stove, is still alive, but at the present writing is very low and is not expected to recover. Mr. Cooper has the sympathy of his numerous grain friends.

Osceola.—The many friends of Mr. Peterson, of the firm of Peterson & Nelson at this place, were sorry to hear of his death, a short time ago. No change has yet been made in the firm name, and it is probable it will continue under the name of Peterson & Nelson.

Omaha.—Mr. Chas. Davis, mgr. of the Omaha office of the Harris Scotten Co., has bot an interest in the Nebr.-Iowa Grain Co., and has been made an officer of that company. Mr. Davis also has quite extensive business relations at Pacific Junction, Ia., where his home is.

Omaha.—The many requests for eltr. sites at Omaha on the different lines of railroads leads one to believe that not only the people in Omaha, but many outsiders are beginning to realize the importance of the Omaha grain market. It is taking its place among the foremost ranks of grain centers and draws grain not only from Nebraska, but from Iowa and South Dakota as well. The latest firm to announce their intention of building an eltr. here, is the Nye-Schneider-Fowler Co., of Fremont, Nebr. This company expects to build a 1,000,000-bu. house. As yet no site has been granted and consequently just where it will be located has not been decided. There are now in the course of construction, eltrs. by the Crowell Lumber & Grain Co. of Blair, Merriam & Holmquist, Omaha, and on the other side of the river, one by the Trans-Mississippi Grain Co., of Omaha. The Urdike Grain Co.'s eltr. and the Independent Eltr. have just been completed.

When these houses are completed, and with those already here, it will give Omaha ample facilities for handling a vast amount of business.—E. C.

## OMAHA LETTER.

The Chicago Great Western has just completed its improvements at the Independent Eltr. Co.'s new plant in Omaha. The last of the grading was completed last week.

It is estimated that the Omaha market will have received 40,000,000 bus. of grain for the present year. The good showing is traced directly to the existence of the Grain Exchange, which was organized only a year and a half ago.

The Trans-Mississippi Grain Co. has just acquired 3 eltrs. in Nebraska towns and added them to its line. Those at Leigh and Creston were owned by J. A. Connor, and had a combined capacity of 40,000 bus. The other, with a capacity of 15,000 bus., was bot from E. D. Van Allen. They are already operated by the Trans-Mississippi Co.—C. R.

## NEW ENGLAND.

Salem Depot, N. H.—C. F. Kimball & Son are building a grain eltr.

Hartford, Conn.—The grain and feed warehouse of W. H. Miller burned Oct. 13 with 2,000 bus. of oats and 10 tons of hay. Loss about \$1,500; fully insured.

Newport, R. I.—The grain eltr. of the Chas. E. Spooner Co. burned Oct. 8. Loss, \$10,000. Stock insured for 80 per cent. The building, which was owned by Mrs. R. C. Derby, was fully insured.

Boston, Mass.—The Connecticut Valley Grain Co. incorporated, \$125,000 capital stock, to deal in grain and hay. Incorporators, Geo. M. Faulkner, pres., Cambridge, Burton E. Noble, treas., West Springfield, and Fred A. Ewell, Boston.

Worcester, Mass.—The Worcester Grain Co. incorporated, \$10,000 capital stock, to deal in grain, hay, straw, etc. Julia B. Jeffs, pres. and treas., Edw. A. Rogan, clerk. J. W. Garland & Son will build an eltr. and mill. The plant is to be built of brick, granite and stone, with slate roof.

South Manchester, Conn.—Thos. McRoberts is reported to have purchased the 10,000-bu. eltr. of Wm. H. Childs, which is being operated by the Manchester Eltr. Co. It is expected that the firm of Finnegan & Little, which is engaged in the grain and feed business, will soon take possession of the eltr. Jasper A. Fitch has been local mgr. for the Manchester Eltr. Co.

## NEW JERSEY.

Camden, N. J.—John Learetto was severely injured Oct. 5 at the eltr. of Sitley & Son. He fell from the first floor of the eltr. to the cellar.

## NEW YORK.

Scottsville, N. Y.—The General Produce Co. incorporated, \$20,000 capital stock, to deal in grain, fruit and agricultural products. Incorporators, Thos. and Selden S. Brown and Bert P. Grey.

New York, N. Y.—The Produce Exchange has empowered Pres. H. B. Herbert to appoint a committee of 5 to confer with western exchanges on the subject of raising the commission rate on sales of grain for future delivery.

Buffalo, N. Y.—The transportation committee of the Chamber of Commerce



is sending to members a circular describing the Hearst, the Townsend, and the Davey bills to enlarge the powers of the Interstate Commerce Commission, and asking whether members favor federal regulation of railway rates, or whether they know of any discrimination against Buffalo or in favor of competitors.

New York, N. Y.—Receipts of hay for the past week, while fairly liberal, meet with ready sale. The bulk of arrivals continues to be of the lower grades, but owing to scant supply of No. 1 and No. 2, we find good straight No. 3 reaching 65 cents. With the difficulty in obtaining cars, a condition which will not probably improve during the next 2 months, we predict a steady market, and repeat our advice, not to hold on.—Gilbert Plowman & Co.

#### BUFFALO LETTER.

The price of corn is too high. No. 2 yellow has not been below 60 cents here for a considerable time, with the best State wheat bringing only 80 cents and oats often less than a cent a pound.

The canal fleet is so small that not much reckoning is made of it, though it has cleared 200,000 bus. of grain in one day within a week and usually gets off 50,000 at least every day. Freights are up to 4½ cents on wheat to New York.

With so much complaint of car shortage it appears that this town is not so badly off as our neighbors. State millers cannot get cars to move either wheat or flour as they desire and a Tonawanda shipper says there has not been a car of a certain trunk line there in a week.

The roads are taking grain here only subject to delay, which is quite contrary to their former custom. So far the grain receipts have not been large here. The receipts in other years have been four times what they are now to date from lake opening and yet the eltrs. are so full that it sometimes takes five days to unload a cargo.

A practice of the Elevating Ass'n is not at all favorable to an understanding on the state of eltr. space. When a lot of grain is checked out for shipment it is marked off the books and does not appear again unless it is here yet at the end of ten days, when it comes up for storage charges. So not even the Ass'n office can give much of an idea of the grain actually in eltr. The vessel owner only knows that he can get no room.

Some new corn is coming in now by rail, its condition being as good as could be expected, where the grain inspectors grumble about it all and will not speak of any as being quite what it ought to be. Wheat samples are much plentier, No. 1 hard spring from Duluth having returned to the list, after being entirely out last year and in small amount for several years. Millers speak of their business as much simplified by the good condition of the new crop.

Several meetings, separate and joint have been held, in which the stock company that owns the property, known as the Board of Trade building, has taken part. It is now said that a plan has been reached that will be agreeable to all concerned. This plan appears to be the one mentioned before of the Corn Exchange taking charge of the 'Change room and issuing licenses to all who wish to do grain trading there. At one time there was some idea of excluding all but trad-

ers, as is done by many other similar bodies, but Buffalo does not trade in grain futures on 'Change and it was feared that certain members who are used to the freedom of the room, but who seldom visit it, would take offense and drop off. A leading member of the Corn Exchange says that nothing will be done that can injure the Chamber of Commerce in any way. The work on the new addition is still in the excavation stage.—J. C.

#### NORTH DAKOTA.

Fairdale Sta., N. D.—Thos. Cameron is building an eltr.

Ashley, N. D.—Fred Borsz is building a 28,000-bu. eltr.

Rolette, N. D.—The Atlantic Eltr. Co. is building an eltr.

Dunseith, N. D.—The Imperial Eltr. Co. is building an eltr.

McClusky, N. D.—W. H. McClusky & Sons will build an eltr.

Palermo, N. D.—The Twin City Eltr. Co. is building a 20,000-bu. eltr.

Ellendale, N. D.—The McCaull-Webster Eltr. Co. will build an eltr.

Denhoff, N. D.—D. S. Snyder, of Anamoose, will build a 25,000-bu. eltr.

Langdon, N. D.—Work has been commenced on the eltr. for J. B. Boyd.

Norwich, N. D.—The eltr. for Hawkins & Goosze, of Granville, has been completed.

Leeds, N. D.—J. C. Donovan has again taken charge of the eltr. for the Powers Eltr. Co.

Buchanan, N. D.—The eltr. for the Schmid & Anderson Grain Co. has been completed.

Devils Lake, N. D.—The St. Anthony & Dakota Eltr. Co. is building an eltr. at Ohnstad.

Montpelier, N. D.—E. N. Campbell, of Ypsilanti, has completed his grain storage warehouse.

Forbes sta., N. D.—The Hawkeye Eltr. Co., of Minneapolis, is building an eltr. at this station.

The Bagley Eltr. Co., of Minneapolis, is building 29 eltrs. on the new Soo Line in North Dakota.

Charles, N. D.—C. G. St. John, of Clear Lake, S. D., has taken charge of the eltr. for the Douglas Eltr. Co.

Landa, N. D.—The eltr. for Arnold Bros. has been about completed and they expect to be able soon to buy grain.

Deering, N. D.—The Acme Grain Co., of Minneapolis, has purchased the eltr. of H. C. Webb and has taken possession.

Fingal, N. D.—Peter Honess has succeeded Oliver Thone as grain buyer for the Osborne-McMillan Eltr. Co., of Minneapolis.

Leal, N. D.—The eltr. of the Farmers Eltr. Co. burst open recently and several thousand bus. of grain was let out onto the ground.

Garrison, N. D.—Koenig & Co. are building an eltr. They have their scales in place and are buying grain with J. A. Reuter in charge.

St. Thomas, N. D.—Wm. C. Leistikow, of Grafton, has leased the eltr. of the O'Connor Eltr. Co. for the remainder of the grain season.

Flora, N. D.—The Flora Eltr. Co. has purchased the eltr. recently built by Edw. Alfsen, who will act as agt. for the company. Oscar Roppe is secy. and mgr.

Mandan, N. D.—The Lyon Eltr. Co. is building a line of eltrs. on the Edgeley extension of the G. N. Ry. The Thorpe Eltr. Co. is also building on the same line.

Park River, N. D.—J. J. McGraw, of Grandin, has succeeded W. P. Buckingham as agt. for the Duluth Eltr. Co. Mr. Buckingham will buy wheat for the mill of Honey Bros.

Park River, N. D.—The eltr. of the Minneapolis & Northern Eltr. Co. was discovered to be on fire Oct. 6, but the blaze was put out before the arrival of the fire department.

Maxbass, N. D.—Shepard & Sowle, of Glenburn, have completed a 35,000-bu. eltr., which is in charge of Mr. Sowle. This town is the terminus of the Towner branch of the G. N. Ry.

Edgeley, N. D.—C. H. Tyrrell, formerly agt. for Gilchrist & Co., at Cresco, Ia., has taken charge of the eltr. of the Lyon Eltr. Co. at Deisem, a town on the Edgeley extension of the G. N. Ry.

McCumber sta., N. D.—The Imperial Eltr. Co., of Minneapolis, is building an eltr. at this station. The eltr. of the National Eltr. Co. gave way recently letting a large quantity of grain out on the railroad track.

The St. Anthony & Dakota Eltr. Co., of Minneapolis, is building eltrs., with capacities ranging from 30,000 to 40,000 bus., at Antler, Berthold, Deep, Deslacs, Fofar, Lonetree, Newville, Ray, Rocklake, Ross, Thorne, Weaver, Wheelock and White Earth. These houses will all be located on the G. N. Ry. and its branches, and will, when completed, increase the number of the houses operated by this company to 160.

Glenburn, N. D.—The crop in this section was a bumper and it is taxing the storage capacity of the entire Mouse River Loop to handle and care for the grain. Notwithstanding the immense increase in storage capacity by the building of many eltrs., the car shortage is blocking anything like liberal marketing from first hands. Many farmers are obliged to dump wheat on the ground. It seems that the railroads have not kept pace in their equipment with the development of the country.—Wm. W. Shepard, of Shepard & Sowle.

#### OHIO.

Raymond, O.—H. O. Barnthouse has succeeded Barnthouse Bros.

Reports of two Ohio meetings in this number. Do not miss either.

Gettysburg, O.—A. A. Penny & Co. will be succeeded by Myers & Myers Nov. 1.

Bellefontaine, O.—Keller & Gebby have succeeded D. C. Keller, formerly Keller & Dowell.

New Washington, O.—P. J. Thompson proprietor of the eltr. here. E. L. Thompson is mgr.

Do not be in too much of a hurry to take in new corn. It may get so hot as to burn your purse.

Vanwert, O.—D. W. McMillen, of Grover Hill, has been elected secy. of the Western Ohio Ass'n.

Ohio millers have declared war on mealy wheat so it behooves wheat shippers to discourage its replanting.

Ludlow Falls, O.—J. M. Deeter, of Pleasant Hill, has succeeded C. M. Myers as mgr. of the Myers & Patty Co.'s eltr.

Pittsburg, O.—Mr. and Mrs. E. McCue, with a party of friends, have gone to the Pacific Coast on a six weeks' pleasure trip.

Middlepoint, O.—Frank Felger, of Degraff, has bot the eltr. of the Ireton Bros. & Eikenbary Co. and took possession Oct. 10.

Melvin, O.—Bennett & Thompson have been succeeded by J. W. Channel, who has managed the eltr. for them ever since it was built.

Bucyrus, O.—J. M. Smith & Fitzer will convert their grain warehouse into an eltr. They will install a gasoline engine, cleaner and a hopper scale.

Cincinnati, O.—The Grain Men's Club has been formed to promote social intercourse. Harry Hill is pres. and W. R. McQuillan, secy. and treas.

Fremont, O.—For stealing a bag of grain valued at \$2, an old huckster was recently sentenced by Judge Buckland to five years in the state prison.

Brookville, O.—E. P. Rollman is building a 5,000-bu. addition to his eltr. at Dodson. He is also making repairs and has installed a new stand of eltrs.

Houston, O.—The Farmers Eltr. Co. will build a 12,000 bu. eltr. and handle lumber, lime and cement. Will install a 22-h. p. gasoline engine and a corn cleaner.

New Carlisle, O.—D. F. Dietrick has been succeeded by J. F. Plice and is no longer in the grain business at this place. S. A. Muff is still operating an eltr. on the Big 4.

Kettleville, O.—Elmer Sheets, of Botkin, is building a 20,000-bu. eltr. and expects to have it completed in time to handle new corn. The eltr. is 4 miles from a railroad.

Lockbourne, O.—E. T. O'Hara's eltr. has been purchased by the Myers Grain Co., which is composed of J. G. Myers, pres.; W. M. Myers, vice-pres., and C. M. Myers, secy. and treas.

Irwin, O.—R. B. Gordin is building a 25,000-bu. eltr. to replace his eltr., which burned last March. Cleaning, shelling and grinding machinery will be installed. Gasoline power will be used.

Christiansburg, O.—Adam Bright's new 30,000-bu. eltr. on the Springfield & Troy Traction Line, is completed. Cars of steam lines are brot in by the Interurban, loaded and delivered to steam lines at Springfield or Troy.

Columbus, O.—The numerous friends of J. W. McCord, Secy. of the Ohio Grain Dealers Ass'n, will regret to learn of his sad bereavement in the loss of his beloved wife, Oct. 13. He has the heartfelt sympathy of a wide circle of friends in the trade.

Van Wert, O.—The Ireton Bros. & Eikenbary Co. has installed a pair of the Howe Wagon Scales with recording beam and finds it so much more satisfactory with the recording beam that it contemplates putting this kind of beam in all of its eltrs.

McComb, O.—Chas. Shuler is a regular dealer at this point. J. C. Bright is a hay dealer and has asked grain firms for bids altho he has no facilities for handling either grain or hay. C. D. Wood is a hay dealer under R. P. Lipe, of Toledo, and does not deal in grain.

Plankton, O.—H. A. Myers has purchased the warehouse and grain and seed business of P. J. Thompson & Son and intends using the warehouse for han-

dling hay. Mr. Thompson and son will give their attention to buying and selling hay, wool, poultry and hides.

Cincinnati, O.—The creditors of A. Bender & Co. started proceedings in bankruptcy, Oct. 13, against the firm. The creditors include the Southern Grain Co., with claims amounting to \$1,081, the Interstate Grain Co., claiming \$371, and Collins & Co., claiming \$484.

Read the resolution relating to railroad legislation adopted at the Fall Meeting of the Ohio Grain Dirs. Ass'n, then rite all of your representatives in Congress a strong letter. Better still, write them weekly until they vote to relieve the shipping public of its present burdens.

Do not fail to look upon the faces of the three Ohio men, captured recently at Lima, who admit they are in favor of lending bags to farmers. Look at the friends of this old-time abuse a second and third time, so you will know them when you meet them. In fairness to the trio we wish to state that two of them are taking treatment for relief from their rank heresy.

## TOLEDO LETTER.

Oak Harbor, O.—Harmon Gens has purchased the Fought eltr.

The first new corn was brought to this market by the United Grain Co. last Friday.

Wabash eltr., No. 5, has been closed until after the first of Nov. on account of repairs being made.

The first wheat to arrive on this market from the northwest came last Saturday, a cargo of 109,000 bus. being consigned to the National Eltr. Co.

A change was made in the firm of H. W. DeVore & Co., early Friday morning, Oct. 13, wherebv H. W. DeVore became grandfather and Harry DeVore becomes "dad" to a bouncing baby boy.

Defiance, O.—The eltr. and warehouse of Spangler Bros. was totally destroyed by fire on the night of Oct. 6, the origin of the fire being a mystery. The loss on the building and contents is placed at \$15,000, the insurance carried amounting to only \$1,500. In the building were 500 bus. of wheat, 1,800 bus. of rye, 1,400 bus. of barley, 500 bus. of corn, and 6,000 bus. of oats. The eltr. building was a substantial structure, being built 60 years ago. The Spanglers have decided to rebuild at once.—H. D.

## OKLAHOMA

Guthrie, Okla.—Heady & Coyle have succeeded W. H. Coyle.

The Frisco System is running a grain exhibit car thru Oklahoma and Indian Ter.

Skedee, Okla.—Samuel Plummer has purchased a patent chain drag from the B. S. Constant Co.

## OREGON.

Portland, Ore.—The Pacific Coast Eltr. Co. expects to have its new eltr. completed in time to handle the greater part of the new crop.

Salem, Ore.—The Capital City Flouring Mills contemplate building a 32,000-bu. bin for storing grain. L. J. Reider has purchased the interest of Mr. Pennell.

## PENNSYLVANIA.

Bethlehem, Pa.—The eltr. of D. & A. Luckenbach was badly damaged, Oct. 11, by a train of freight cars which broke

away on a siding and crashed down grade into the building.

Philadelphia, Pa.—The Quaker City Flour Mills Co. is building 8 cylindrical reinforced concrete tanks, with a total capacity of 150,000 bus. The tanks are 15 ft. in diameter and 85 ft. high.

Philadelphia, Pa.—At the annual meeting of the Grain & Feed Dealers' Protective Ass'n, held Oct. 10, the following officers were elected: Edwin J. Shaunce, pres.; John F. Jones, vice-pres.; Geo. B. Moore, treas.; Geo. K. Craig, jr., secy. Directors: Frank Richards, Louis W. Schaal, Jas. F. Hause, E. L. Shute, P. A. McClain, C. B. Homer and Frank Jarrett. Attorney, A. F. Daix, jr.

## PHILADELPHIA LETTER.

The general scarcity of cars is keeping both the hay and feed market firm. Alfalfa feed is finding its way to this section and sales are reported as steadily increasing.

James B. Canby, chairman of the Commercial Exchange Grain Committee, has been confined to his Wynnwood home for the past 2 weeks with a sudden spell of sickness. He is reported as slowly recovering.

It is not believed here that oats will go much higher, as they are nearly up to the normal price of last year at this time, the choicest No. 2 white clipped now commanding 35 cents per bushel. The stock now on hand and in elevators is approaching 2,000,000 bus., an unprecedented condition in this market, and the export demand is very satisfactory.

The Commercial Exchange is maturing plans for the observance of its fifty-first anniversary with a \$10 per plate banquet, to be held in the new Bellevue-Stratford about the middle of November. The 414 members have already been reached and favorable acceptances are coming in. It promises to be a great trade gathering and eminent speakers are to be invited.

Why wheat is selling here at least 3 cents per bu. lower than in Chicago, and yet it is difficult to get many large orders at the prevailing rates for shipments abroad, is puzzling the leading exporters. There is considerable nearby wheat arriving and the bulk of this is being taken by the local mills, which, after being converted into flour, can be more readily disposed of to European buyers.

The continued scarcity of cars and shortage of locomotive power on the big transportation lines is having its effect upon trade. A prominent grain receiver here advances the opinion that the only way to remedy this yearly evil is to have the trunk line railroads ship all grain, feed, flour and hay direct to the terminals and seaboard in trains by themselves, and predicts that this will be the correct system for the future.—S. R. E.

## PITTSBURG LETTER.

Straw is holding its own fairly well as to quotations, because of the limited receipts, and not because there is any great demand. Compared with two weeks ago the list is lower.

No. 1 white middlings are being quoted at \$19.50 to \$20. Buyers are letting bran and middlings alone, and the limited receipts now coming forward are amply sufficient for the very light demand.

Shelled corn is managing to keep from retrograde price movements by reason of



the small supplies now in hands of dealers, together with the diminished receipts. The present balance of supply and demand is quite nearly equal, with quotations steady.

Distillers are again in the market making purchases of rye, after having lain low during the summer months, and dealers in rye are looking for stock, and sending shippers word to let consignments come forward. The situation is reported as very firm as to price, and a number of round lots are being purchased.

New ear corn is now arriving, and there is ready sale for it. Dealers speak enthusiastically of the quality of the corn crop, saying it is better than it has been for several years so early in the season. While no trouble is experienced in placing new corn at top prices, there is still a demand for old ear, and this would prove to be a profitable time for shippers to let a few cars come to this market. Some buyers will not be satisfied with anything but old corn, as long as it is obtainable.

Receipts of hay are reported as liberal, but so spirited is the demand for good hay, that the market is in fine condition. Dealers are well satisfied with the present conditions, and best timothy is booming. Prices have remained unchanged for some time, and are still strong. Clover and clover mixed hay, of good quality, are enjoying the stimulus which has affected timothy, and are in improved demand. The scarcity of ears prevents stock accumulations, and it is expected that all markets will hold steady for a while.

Dealers have not taken so hopeful a view of the oat situation for a year as they do just now. All last season the market was depressed and there was no such thing as selling oats except at giveaway figures. Sellers were continually in the dumps, and talked of going out of the business, so great was the dissatisfaction with the state of things. Now they say they are going to retrieve the misfortunes of last year and make some money, a boast which is certainly well founded considering the present outlook. Buyers are taking hold of the market vigorously, and prices are being well sustained. Receipts have shown a tendency to grow larger for a week past, but this has not resulted in any lost ground so far as quotations are concerned. No. 2 white readily bring 33½ cents at this writing, and are holding firm.—C. H.

### SOUTH DAKOTA.

Rutland, S. D.—The Hawkeye Eltr. Co. is building an eltr.

Sioux Falls, S. D.—The Hawkeye Eltr. Co. is building an eltr.

Yankton, S. D.—M. King has secured a site and contemplates building a 16,000-bu. eltr. in the spring.

Miller, S. D.—Railway Commissioner D. H. Smith says that the warehouses and eltrs., particularly in the northern part of the state, are full of grain.

Clear Lake, S. D.—A. J. Lockhart has secured a site for an eltr. on the Rock Island right-of-way, thru the efforts of the railroad commissioners.

Millbank, S. D.—E. E. Ingold, mgr. of the eltr. for the McIntyre & Ingold Co., was severely injured recently by being caught in a revolving shaft.

Menno, S. D.—Chris Mettler is building an eltr. He will install a 12-h. p.

gasoline engine and a cleaner and will clean the grain as fast as it is taken in.

James, S. D.—Potter & Garrick, of Webster, have purchased the local eltr. of McKee & Minthorn, of Bradley. J. C. Garrick will take charge during the busy season.

Armour, S. D.—Wait & Dana have secured sites at Corsica and Stickney, on the Milwaukee extension, and will start immediately on the erection of eltrs. at those stations.

Frederick, S. D.—The eltr. of the Columbia Eltr. Co. settled about a foot out of plumb when filled with grain. It had to be emptied and blocked up, but was soon ready for business again.

Iroquois, S. D.—The north side of the eltr. of C. W. Stoner gave way recently, dumping 2,000 bus. of flax upon the ground and under the eltr. and scales. The cause of the wreck was weakness in the bottom of flax bin.

### SOUTHEAST.

Wilmington, Del.—The Phillips-Thompson Co. has let the contract for the erection of a 4-story eltr., which will be 40x84 ft. and will cost about \$10,000.

Birmingham, Ala.—A grain eltr. has been secured for this city by the Chamber of Commerce, it is said, and an option on a site has already been secured.

Purcellville, Va.—The J. R. Smith Milling Co. is rebuilding its eltr. and milling plant, to cost about \$16,000. The buildings will be 30x88 ft. and 20x30 ft.

Savannah, Ga.—The firm of Thomas & Folger has been organized to do a wholesale business in hay, grain and produce and to conduct a commission business. The firm is composed of J. M. Thomas and W. C. Folger.

Jacksonville, Fla.—The Florida Mill & Eltr. Co. incorporated, \$10,000 capital stock, to operate grain and hay eltrs. and warehouses and to manufacture and deal in all kinds of grain, and manufacture all kinds of feed and food stuffs. Incorporators, A. S. Baker, R. R. Rosborough and Ernest A. Watson.

### TENNESSEE.

Shelbyville, Tenn.—The Dixie Grain Co. has its warehouse ready for business and will buy corn and hay. W. A. Frost is pres., H. L. Woosley, treas., and J. E. Dixon, mgr.

Memphis, Tenn.—The foundation for the 50,000-bu. eltr. for the Patton-Hartfield Co. has been completed and the eltr. is expected to be completed about Nov. 15. Fred Friedline has the contract.

Nashville, Tenn.—The Capital Grain Co. has purchased for \$16,000 the building which it has occupied for some time and which was formerly the power plant for a local railway and light company.

Memphis, Tenn.—The I. C. Ry. has let the contract to Fred Friedline for the erection of a 1-story frame iron clad warehouse of extra heavy construction. The building will be 53x280 ft. with concrete foundation and is to be completed by Nov. 15.

Fayetteville, Tenn.—The Fayetteville Mill Co., which was recently incorporated, has elected the following officers: A. M. McLaughlin, pres.; H. K. Holman, vice-pres.; J. H. Harms, secy. and treas.; C. T. Harms, general mgr. Work has been commenced on the construction of the plant, which will be located on the line of the N. C. & S. L. Ry.

Memphis, Tenn.—On Oct. 22 some frame buildings adjoining the eltr. of E. C. Buchanan & Co. were found to be on fire. Owing to the "up-town" location of the plant the fire department arrived promptly and in 4 minutes after the alarm was turned in had 2 streams of water on the fire. Altho the blaze was touching several square yards of the eltr., the iron siding served as a good protection and kept the fire out of the eltr. proper and the fire was soon put out with little damage done to the eltr. or contents. Loss on eltr. about \$100. The frame buildings had just been vacated preparatory to razing them to make room for the erection of additional warehouse room and an addition to the eltr., which is to be entirely remodeled. Fred Friedline has the contract for the repairs and improvements, which will consist of a 1-story warehouse, 95x100 ft., with a 2-story office building in one corner. Additional bin storage of 30,000 bus. will be added to the eltr. and the old bins will be made deeper and strengthened. The cupola will be replaced by a larger and up-to-date cupola, which will contain 2 large receiving legs, a 100,000-pound Howe Hopper Scale, garners and distributing floor, with a 16-inch trolley spout under the scales. Several automatic bagging machines will be installed and a steam plant will replace the gas engine. It is expected that the plant will be completed by Dec. 20.

### NASHVILLE LETTER.

The demand for oats is only moderate, while hay is fairly strong. That is with the better grades, while the lower grades are neglected and can only be sold now and then at irregular prices.

Grain receipts for the past week have been 325 cars against 348 cars of the week before and 173 cars the corresponding week last year. The receipts for the hay during the past week has been 105 cars, to 96 week before and 140 cars for the corresponding week last year.

Mt. Pleasant, Tenn.—The Webster-Locke Milling Co., of this place, will likely within the next few months very much improve its plant. It is not improbable that they will install a corn shelling and milling plant, with a grain warehouse of considerable capacity.

The hay and grain market during the past two weeks has ruled steady, with a good demand for coarse grains, while wheat has been somewhat dull. Cash wheat has been weak, closing at 92 cents for No. 2 red wheat with billing. The decline is due to the light demand for flour which has prevailed during the past two weeks.

The demand for corn here has been good, for both the old and new. There is a difference of over 10 cents on Old No. 2 white with billing and the new No. 2 white, the diversity in prices being caused by reason of the arrival of new corn in such different conditions, some of it being dry and in excellent condition, and other arrivals being damp and soggy.

A matter of great interest to both the flour and grain people of this section is the annual meeting of the Southeastern Miller's Ass'n. This year's session took place in this city last week, and the following were elected the officers for the ensuing year: E. M. Kelly, President; E. A. Lindsley, Treasurer, and W. R. Donnelly, Secretary. Among the most important questions discussed at the session were the question of increasing the power of the Interstate Commerce Com-

mission. This discussion was brought up by the recent hearing before the Commission in Louisville on re-shipping privileges.—R. N. C.

## TEXAS.

North Ft. Worth, Tex.—The Texas Grain & Eltr. Co. has succeeded the Sanger Grain & Eltr. Co.

Galveston, Tex.—John Reymershoffer, of the Texas Flour Mills Co., criticises the new pure feed law, saying: "While our mills have not started up for the season, and we therefore know nothing of the workings of the new law from actual experience, I am of the opinion that the principal reason why the law was enacted was to create additional revenue for conducting the State Government. The law certainly works a hardship upon the millers and is a heavy burden upon one class of industries. The tax is 1c per 100 pounds on feed products, or 20c per ton, and this amounts to a great deal. The tax upon our company alone, figuring on our output of feed in the past, would amount to \$2,400. This is in addition to our county, city taxes and other taxes. It is a great burden and amounts almost to class legislation."

## TEXAS LETTER.

Callis, Tex.—The Union Mill Co. has been incorporated here with a capital of \$5,000.

Clifton, Tex.—The Thornton Milling Co. has been chartered here with a capital of \$10,000 and will erect a mill.

Grain men of Texas are complaining very much over the shortage of cars and the trouble they are experiencing in getting cars to move grain from northern points to the mills of Texas. The shortage seems to extend to all points in the southwest.

No new developments have appeared in the freight tangle in Texas and to this writing the troubles have not extended to grain and flour, but an injunction suit against the Commission of Texas covering all classes and commodities, is on foot. A rumor is to the effect that should the Commission further reduce rates on any commodities the roads will bring suit for an injunction, in which event there would occur a worse freight tangle in this state, from the fact that the roads will be prevented from using Commission rates and some of the roads have been built in the state since the Commission law was effective, and hence would be absolutely without rates.—J. S. W.

## WASHINGTON.

Huntsville, Wash.—Corbett Bros. have built a 100-ft. addition to their 500-ft. warehouse to accommodate the increased quantity of grain that is being marketed.

## WISCONSIN.

Elk Mound, Wis.—A flax fiber mill has been started by O. H. Ingram.

Osceola, Wis.—The Osceola Mill & Eltr. Co. is building a 20,000-bu. eltr.

Antigo, Wis.—The eltr. for A. L. Wirtz, of Kaukauna, has been nearly completed.

Janesville, Wis.—E. E. Bayley has engaged in the wholesale grain business and has recently moved to Janesville from Woodstock.

Milwaukee, Wis.—Eltr. B, of the Milwaukee Road, has been declared regu-

lar for the receipt of grain and flaxseed until Aug., 1906.

Alma, Wis.—The R. E. Jones Co., of Wabasha, Minn., will rebuild at once its eltr., which burned Sept. 24, and it will be open for business as soon as possible.

Milwaukee, Wis.—The following have been admitted to membership in the Chamber of Commerce: Oscar F. Thieme and Chas. W. Streubinger, of Milwaukee, and Thos. J. Tobin, of Chicago.

Superior, Wis.—Judging from his warm indorsement by New York grain men and millers Mr. Shanahan is not likely to be "called off" at the behest of the Duluth Board of Trade partisans.

Superior, Wis.—The Superior Board of Trade, on Oct. 13, admitted 7 new members, as follows: H. A. Hanson, Sam Turney, O. G. Major, of Hope, N. D., E. A. Arnold, C. Z. Luse, John Orr and J. T. Lawrence.

Milwaukee, Wis.—Memberships in the Chamber of Commerce, which slumped to \$75 sellers in the panic following the beginning of trading in puts and calls at Chicago, are back up to \$200, Secy. W. J. Langson having instruction to buy 10 memberships at that figure.

Superior, Wis.—It is said that cargoes leaving Superior eltrs. are inspected by Minnesota officials grading the samples that have been taken by employees of the eltrs. while loading. If true, this places the Minnesota grain inspection department in the unenviable light of conspiring to defeat the law of Wisconsin.

River Falls, Wis.—The eltr. of the Wisconsin Eltr. Co., of which Barg & Johnson are mgrs., has been about completed. The building is 26x28 ft. and contains 11 grain bins, each 36 ft. deep, and 2 bins 29 ft. deep. The foundation is of concrete and stone. A 5-ton shipping scale and 5-ton ball-bearing dump scale have been installed and a 10-h. p. electric motor will furnish the power.

Manitowoc, Wis.—The barley coming to market this season varies so much in condition and quality that scarcely any two buyers will agree on the grade. To do away with the dissatisfaction the 9 grain dealers have agreed to hire two inspectors to grade all barley hauled into the city by farmers as A, B and C, and the buyers will make the price accordingly. This practice has been adopted once or twice in other years. This grading will apply only to barley.

Milwaukee, Wis.—The report that several commission firms were giving up their Milwaukee offices on account of the resumption of privilege trading at Chicago is untrue. Some of the firms, who have transferred their privilege business to Chicago, are still maintaining their Milwaukee offices for the execution of other orders. The status of privilege trading at Chicago is felt to be too uncertain to warrant the local firms in giving up their Milwaukee connection.

Superior, Wis.—In the investigation to discover the cause of the mysterious disappearance of grain from loaded cars in the Superior yards, it has been found on examination that the thieves do not confine themselves to sweepings. Plugged auger holes have been found in the bottom of cars thru which the wheat thieves had secured large quantities of grain before the car had been unlocked. The sweeping is done mostly by boys, and 8 of them were arrested, Oct. 14, for sweep-

ing wheat on the G. N. Ry. and were fined \$5 each and costs. The sentence was suspended, however, as it was their first offense. None of the older and more expert thieves have been captured.

Superior, Wis.—Judge Vinje, on Oct. 8, refused to grant the A. D. Thompson Co. a permanent injunction restraining the Wisconsin Grain & Warehouse Commission from inspecting and weighing grain. On Oct. 17, on application of the A. D. Thompson Co., the suit was dismissed, the plaintiffs, it is said, intending to bring suit in the federal courts. The Wisconsin weighmen clashed with the Duluth Board of Trade weighmen at the Listman Mill, Oct. 20, using axes to force the doors to the scale houses. They were assisted by the Superior City police and overcame the 100 mill employees after a sharp struggle, in which no one was hurt, tho the atty. of the Duluth-Superior Milling Co. has since notified the city that the city will be held responsible for the damages done to the property by the alleged "mob." Seven hundred cars of the Great Northern and the Northern Pacific roads were tied up on track, Oct. 23, as a result of a restraining order by a circuit court commissioner, on complaint by the Wisconsin Grain Commission that the inspection fees had not been paid. The Commission asks that a receiver be appointed to sell the grain in satisfaction of the claim.

Superior, Wis.—John D. Shanahan, Wisconsin Grain & Warehouse Commissioner, when summoned before the court commissioner in the suit of the Duluth-Superior Milling Co. against the Commission, testified: "It is the intention of the commission to prosecute the plaintiffs under the forfeiture clause of the grain bill for interfering with the commission using the plaintiff's scales in carrying out the business of the commission. The commission has not established any grade of wheat which the milling company could not manufacture into flour and will inspect wheat bought outside of the state by the milling company that was shipped to themselves at Superior for milling purposes, and will also place liens on such cars if inspection and weighing fees are not paid. The commission also claims the right to inspect grain raised by farmers in the city or country adjoining Superior if sold on the streets of Superior. The commission was only organized for the inspection and weighing of grain in Superior, and if advised by counsel, the commission would force its way upon the premises of the Duluth-Superior Milling Company and A. D. Thompson's elevators for the purpose of inspecting and weighing grain."

## MILWAUKEE LETTER.

Oats, rye and corn are all in good demand here, and a comparison of quotations with other grain centers shows up very well for this market.

The change in rules throwing open this exchange to the members of all regular boards, on the basis of a division of commissions, was vigorously opposed by the Chicago interests represented here; nevertheless it was carried 3 to 1.

The importance of this port has received further recognition in the purchase by the Anchor line of two more vessels, the Reynolds and the Gould, to put on the run between here and Buffalo. This gives them a fleet of 16 boats.

W. M. Bell has been prevailed upon to



attend the Interstate Commerce Law Convention, at the urgent request of E. P. Bacon, and will represent important shipping interests there. Geo. A. Schroeder will act as Secy. of the meeting.

There appear to be fewer complaints this season in regard to weights than for some years past. The success attained in this direction encourages one to believe that an official sampling bureau, similarly conducted, would be a good thing.

O. Z. Bartlett recently sustained considerable injury in an automobile accident. Milwaukee traders are very fond of whizzing about in a "devil wagon" after business hours, and when a man disappears for a day or two, or longer, it is usually because he has been trying to vault a ditch or run up an embankment with his machine.

The opening of Eltrs. "A" and "B" as public houses has been quite a boon to the smaller shipping firms here, who have long been without suitable transfer facilities. A brisk trade is now being carried on, by means of vessels and cars, when they can be obtained, and especially by the part-cargo lake lines. Feed grains constitute the bulk of the business.

The Chamber of Commerce recently adopted a resolution to restore the arrangement formerly existing, by which the members of any other exchanges officially recognized by this Board can have trades made for them here at the same rates as those now enjoyed by Chicago brokers. The organizations to which this privilege will be extended are to be named by the directors of the local exchange, in accordance with its rules.

Light was thrown upon the rebate system practiced in this state as late as the last 6 months of 1904, by the testimony of one Percy M. Halden, who was employed as a freight clerk by the C., M. & St. P. Ry., and is now on trial for alleged theft of funds. On the witness stand he stated that it was his duty to "take care" of certain rebate deals with favored shippers and that in doing so he "got the money mixed" with his own cash. Interesting, is it not?

With mills running full time and an active demand for eastern shipment, receipts of wheat here at the present time fall a good deal below current requirements, and plump, hard samples are eagerly taken at a very fair premium over prices in competing markets. Indeed, buyers have found it necessary to "bid up" right along, of late, in order to draw any supplies this way. Receiving houses are urging their shippers to send in all the milling wheat they can get cars for.

Among the speakers who have been invited by Chairman E. P. Bacon to address the Interstate Commerce Law Convention are Ex-Gov. Van Sant, of Minnesota; Edw. Rosewater, editor of the Omaha "Bee"; Hon. Jos. H. Call, of Los Angeles, and Senator Jas. H. Frear, of Hudson, Wis. It has been suggested that Judge Grosscup, author of the famous "Grosscup plan," be invited to speak, but he will probably not appear before the convention, inasmuch as his scheme for settling the transportation problem is at variance with the Administration idea.

Accumulations of barley congested the market here and made it dull for a time, but the situation has again improved, and a good demand now exists for all qualities. "Feed" and "low-malting" sell for a little more than early in the month, [Continued to Page 491.]

## Illinois Dealers Meet at Peoria.

A meeting of the Central Ill. Grain Dealers Ass'n was held at the Fey Hotel, Peoria, on the evening of Oct. 10. Was called to order by Pres. E. Roberts.

Pres. Hubbard, of the state ass'n, who was present, urged the holding of frequent meetings by the local ass'n's and the working together of the local and state ass'n's to the end that a higher standard might be maintained in the grain trade of the state.

H. I. Baldwin, of Decatur, read the following paper on "How to Run a Country Grain Elevator":

### Suggestions for Country Dealers.

Mr. President and Fellow Elevators:

I use this name as we are all engaged in elevating grain money into our breeches pockets. In calling your attention to country stations and how they should be handled I know that a good many of the suggestions made will sound like an old story to you, but in traveling around amongst you one cannot help getting an impression as to how he thinks a grain elevator should be handled.

**TOOLS.**—One of the first things that a mechanic needs to do good work is good tools and some of the tools that a grain dealer can use successfully are a typewriter, (and in this connection I would say that a country dealer need not pay a \$100 for one suitable to use in a country grain office, as a \$25 or \$50 one will answer every purpose); a copy book, which should contain an impression of every piece of mail which leaves your office and of any contract which you may make with a farmer customer; a good shipping book in which may be entered each and every sale of a car load or more of grain, so ruled as to give an entire history of the shipment therein from the time the car is loaded until the final settlement is made with the buyer, also suitable scale books with stubs attached.

One should have a system of filing letters, account sales, etc., so that they can be referred to easily, if nothing more elaborate is needed a few 25c filing cases will be found to be very convenient. Good stationery, letter heads, invoices, etc., will give the men with whom you are doing business the impression that you are up to date.

One dealer has suggested that a first class pinch bar for moving cars is one of the most convenient tools that he has around.

Of course the most important tools of the grain man are his scales, and too much care cannot be given them. Wagon scales should be gone over thoroughly at least twice a year; the foundations carefully examined, the bearings cleaned and a competent man should test them with at least a ton of U. S. Standard weights, which are usually obtained from the County Surveyor. If your scales are weighing light, the woods will be full of complaints against you from the farmers, and if they are weighing heavy you will think that the time and money spent in overhauling them is well invested.

**OFFICE.**—The grain dealer spends a greater part of his waking hours in and around his office, and if for no other reason than his own comfort, it will pay to keep it well painted, clean, warm, and in general a comfortable place to do business in, and it would be an excellent plan for every grain dealer to have a spare room which could be plainly furnished with desk, chairs, pen, ink and paper, into which he could take a customer when doing business with him and he could also let it be understood that if a farmer wanted to write a letter to a friend, or swap horses with a neighbor, or to meet a man for a friendly chat, that this room might be freely used by him for this purpose. The speaker even saw a grain office in central Illinois recently where there was a suitable place for the farmer's wife to sit down and rest awhile, if she was so inclined. If the farmer considers your office his headquarters, he will more than likely come around when ready to sell his grain; he is human

and generally appreciates such courtesies as you can extend to him.

**CONDUCTING THE BUSINESS.**—One bright morning just about 27 years ago I received my first instructions in the grain business from a local dealer, who has since bought as much grain as any man in the State. He said, "You get into that empty box car and clean it out so well that there will be nothing left in it that will damage the grain that will be loaded into it, and then see that the car is coopered so tight that it cannot leak grain between here and destination."

Those instructions are just as good today as they were then, and under the present system of loading out grain from elevators it might be well to add that a car should never leave the station after being loaded until a man has taken a shovel and thoroughly mixed the last grain dropped from the loader or spout with the other grain in the car, as the dirt and light chaffy grains naturally fall at the door and many a car has misgrated at destination for the lack of this precaution at the loading point.

It is a fact that a single thickness of grain door, such as is usually furnished by the Railroad company is not strong enough to hold in 60000 pounds of grain until it reaches destination, and while your Railroad Co. may kick on your using a good many doors, they should always be doubled; care should also be taken that grain is not loaded higher in the car than the top of the grain door. The report of Mr. Foss, the Chief Weighmaster at Chicago showing how large a per cent of the cars reach Chicago leaking grain explains where the grain comes from that you have all seen scattered along the right of way of the Chicago and North Western, and the local dealer often places blame upon the receiving market for such shortages.

**DRAFTS.**—Of what good is a protest draft when the bill of lading is attached? The bill of lading made to your order secures your interest in the grain and if for any reason, the draft is not promptly paid, the man who refuses to pay the draft is not injured, but you have given some bank clerk an opportunity to collect a few dollars in fees from you. Our bankers ask us to use a "No Protest" slip on each draft, which also requests the bank at destination to notify the maker of the draft promptly if it is not paid. One should always send the buyer promptly an invoice stating whether the grain is shipped on consignment or if shipped on sale what sale you wish it applied on, giving car numbers, initials of the car, and the car, especially the weight, and if you are not well acquainted with the buyer, this gives him a pretty good idea whether it is safe to pay your draft or not.

The matter of carefully figuring expenses and net profits in handling grain was ably discussed here at a previous meeting. A good plan should be subscribed for to keep you posted on grain matters in general and a membership in the I. G. D. A. and frequent attendance at your local meetings will help you in many ways.

**NEW STYLE ELEVATOR.**—My attention was recently called to two or three elevators that were so built that the hopper scale used for weighing grain out into the car was located on the ground upon a cement foundation, which prevented it from getting out of line; this plan made it necessary to have an extra elevator to take the grain from the hopper to the top of the house where it was dropped into the car and loaded nicely through a loading spout, without the use of a car loader, it is said that the power necessary to run the extra elevator is but little, if any more, than that needed to run a car loader, and the owners of these houses seemed to be very much pleased with them.

S. S. Tanner was on the program for an address on "Our Relations to the National Ass'n," but was unable to be present.

The Pres.: There are several men here, who were at the meeting of the National Ass'n at Niagara Falls. We would like to hear from them.

C. C. Miles: The National Ass'n meeting was not as well attended this

year as it has been, but it was a good meeting nevertheless. We spent most of the meeting trying to resurrect it. I think that if every grain dealer here had been present at the meeting he would have been impressed with the idea that the Ass'n was a good thing to have. We were impressed with the fact that the state ass'n's and National Ass'n carry with them a force that no individual or combination of individuals could carry, in exerting an influence in the way of helping the grain trade generally. For my part, I believe that every grain dealer in the state should belong not only to the state ass'n but to the National also. I regard the state and National great factors in bringing about railroad regulation and legislation and I believe we ought to think of that, and not get the idea that the dollar a head the ass'n was paying out was anything more than we ought to pay.

Pres.: We would like to hear from Mr. Hall.

Mr. Hall: No, that is just the speech I had prepared. (Laughter.) I haven't anything to say except that those who were down there decided that it was necessary, for every grain dealer, to have the National Ass'n.

Mr. Miles: And that is just a postscript you put on. (The laugh on Mr. Hall.)

Oscar White: One fact was thoroughly established at Niagara Falls, and that was that the National Ass'n was largely responsible for the defeat of the Uniform Bill of Lading. It is conceded that that in itself is of almost inestimable value to all grain shippers of the country. Personally I feel it is impossible to put a value upon the work that was accomplished by the National Ass'n in defeating that measure, and I think all of us who were there came away thoroughly convinced that Illinois should affiliate with the National. I think the worst blow the National Ass'n received was when Illinois withdrew and that probably was brought about thru an unfortunate combination of circumstances that probably at this time could be healed.

F. D. Stevers, Chicago, suggested that all members on the I. C. R. R., write a letter to the Transportation Dept. of the Chicago Board of Trade advocating the removal of the switching charge on that road of \$2 a car for grain transferred to any other line.

Those present gave expression to the following opinions regarding the corn crop and the movement thereof:

F. N. Rood, La Rose: We will probably have an early movement. The yield and quality is good, husking about a week earlier than last year.

P. A. Felter, Eureka: The quality of the corn is good. Average about the same as last year, possibly a little in excess, but nothing extraordinary. There will be a fair per cent of corn moved in the next 40 days.

Geo. Moschel, Washburn: We will probably have an early movement. I do not think the crop will be quite as big as last year.

W. Moschel, Morton: The crop is well matured. They are talking about shucking the middle of this week.

H. A. Stotler, Wenona: The crop is good without exception. Shucking is on in most cases. There will be some corn shelled next week.

E. M. Wayne, Delavan: We will have a very good crop. The farmers are sell-

ing very freely at 40 cts. I think there will be a little shelling this week. There will be about 15 bus. per acre more than last year.

Mr. Graves, Duncans: About as much corn as last year.

A. Brooks, Bloomington: We will have a large crop, good quality and an early movement.

H. L. Schmutz, Tremont: About as good yield as last year, better quality.

Mr. Perrine, Cruger: The quality and yield is fair. Do not think there will be a large movement under 40 cts.

O. White, Chicago: From what I have seen and heard from the dealers I think the state will raise a considerably better crop than last year.

W. E. Kreider, Tonica: Think we will have larger crop than last year and better quality.

W. G. Ludwig, Secor: I do not think the crop will be any larger than last year. Some claim it is not as good. Some speak of dry rot. I do not think the movement will be any earlier than last year.

W. E. Kreider suggested the advisability of the Ass'n arranging for a competent man to go to the different towns and give lectures on seed corn, under the auspices of the grain dealers.

The matter was commented on favorably, but no action taken.

The meeting went into executive session.

## CONVENTION NOTES.

The Peoria dealers turned out en masse. The Millers National Ins. Co. was represented by H. Stanbery.

The meeting was short but lively, and harmony prevailed.

If you can't make a speech amuse the crowd by dropping cannon balls in the loft.

Chicago was represented by F. D. Stevers, Rosenbaum Bros.; Oscar White, H. Hemmelgarn & Co.; and B. F. Traxler.

The Peoria spirit pervaded the meeting and was a precursor of a large and enthusiastic state meeting next spring.

The following dealers were present: G. Brauer, San Jose; A. Brooks, Bloomington; H. I. Baldwin, Decatur; S. B. Claudon, Fairbury; E. D. Churchill, Fairbury; J. A. Ellis, Deer Creek; P. A. Felter, Eureka; Mr. Graves, Duncan; G. H. Hubbard, Mt. Pulaski; S. A. Hayward, Tremont; W. E. Kreider, Tonica; W. G. Ludwig, Secor; A. V. S. Loyd, Bloomington; T. J. McGuire, Eureka; W. Moschel, Morton; Geo. Moschel, Washburn; J. J. Matern, Tonica; J. E. Perrine, Cruger; F. N. Rood, LaRose; E. Roberts, Peoria; W. S. Russell, Allentown; T. J. Rapp, San Jose; H. L. Schmutz, Tremont; H. A. Stotler, Wenona; E. S. Summers, Kappa; Mr. Snyder, Metamora; C. H. Wagner, Washington; E. M. Wayne, Delavan.

A car arriving at Chicago recently had the following placard on the door: "Loaded to the roof; sample thru the knot hole."

Farmers who declare that their soil is worn out and will grow grain no longer shud profit by the example of Jerome Shurley, who farms 140 acres near Richmond, Ind., and has had an average yield of 30 bus. of wheat to the acre for the past 19 years. This year the yield was 48 bus. to the acre, weighing 62 pounds to the measured bu. Mr. Shurley sows fertilizer with the wheat and rotates with clover, corn and oats.

**Security Envelope Co.'s**  
Metal Clasp Flour and Grain Envelopes  
**Best on the Market**  
More of this style used than all others combined. Write us for prices.  
MINNEAPOLIS, MINN.

## COAL FOR DEALERS

### IS OUR SPECIALTY

Genuine Plymouth  
Mt. Pelee 4-inch lump  
Ideal Brazil Block  
Silver Leaf Hocking  
Smokeless, "any size"

ORDERS FILLED PROMPTLY  
WRITE US

**OHIO & MICHIGAN COAL CO.**  
MAIN OFFICE  
DETROIT, MICH.

## Draining Water

from your water jacket every night will not be necessary, nor will freezing of water be possible if you will mix our

## Calcium Chloride

with your cooling water in the proper proportion.

Will not rust or corrode jacket or tank.

WRITE FOR FULL PARTICULARS

**JAMES H. RHODES & CO.**  
117 Michigan Street . . . Chicago, Ill.



## Grain Carriers

Cars are getting very scarce.

The big car ferry Grand Haven will be sold by auction Nov. 7 at Milwaukee.

Grain rates have risen to  $2\frac{1}{2}$ c at Chicago and 3c at Duluth on wheat to Buffalo.

The Great Northern extension of 20 mi. from Munich to Sables, N. D., has been opened for traffic.

Surveys are being made by the C. & M. & St. P. Ry. for a line between Alden and Good Thunder, Minn.

Tracklaying will begin Nov. 1 on the extension of the Minnesota and International from Northome to Ripple, Minn.

The engagement of two steamers to load Canadian wheat at Baltimore by Hammond & Snyder is an unusual event.

Rail rates east of Buffalo advanced Oct. 15  $\frac{1}{2}$ c, and are 5c on wheat,  $4\frac{1}{2}$ c on corn,  $3\frac{1}{4}$ c on oats, 5c on rye and 4c on barley, per bu.

The largest cargo of wheat shipped from Fort William, Ont., was taken out recently by the steamer D. M. Whitney. It consisted of 245,000 bu.

Contracts have been let for the construction of the Chicago, Weatherford & Brazos Valley Ry. for 36 mi. between Weatherford and Bridgeport, Tex.

Franklin K. Lane of San Francisco, Cal., is being considered by Pres. Roosevelt as the successor of Joseph W. Fifer on the Interstate Commerce Commission.

Track has been laid from Sioux City to Homer, Neb., 16 mi., on the 102-mi. extension of the Great Northern to Ashland, which will be completed in December.

The Pacific Railroad Co. has been incorporated to build a line from Seattle to Walla Walla, Wash., it is said in the interest of the Chicago, Milwaukee & St. Paul Road.

The Northern Pacific has reduced the rate on corn products 5 cents per 100 pounds to the Pacific Coast, effective Oct. 26, in compliance with the suggestion of the Interstate Commerce Commission.

A very thorough inquiry into demurrage and car service was made by the Dominion Railway Commission at Winnipeg Oct. 11 and 12. Evidence was presented that the railroads favored certain shippers.

In order to clear up the many complaints of unjust rates on grain the Kentucky Railroad Commission has decided to make a complete investigation of the rates from every shipping point in the state.

Several employees of S. Zorn & Co., grain dealers at Louisville, Ky., were summoned before the federal grand jury recently to testify with regard to the alleged duplication and triplication of expense bills.

Detroit receivers are smarting under the decision of the vesselmen not to stand for more than  $\frac{1}{2}$  bu. to the 1,000 shortage. One cargo recently was short considerably and the receiver had to make good part of the loss. The vessel agents feel that the poor weights at Detroit

warrant them in refusing Detroit consignments and they are standing together.

The adoption of resolutions favoring a ship subsidy by the American Bankers Ass'n at Washington, Oct. 12, shows that the Ass'n is under the influence of the Wall street shipping trust.

Pres. F. D. Voris of the National Hay Ass'n appeared before the official classification committee of the railroads at New York Oct. 3 to discover the attitude of the roads toward the restoration of hay to 6th class.

Detailed records kept by the *Railway Age* show that the orders of new freight cars for the first 41 weeks of 1905 aggregate 196,672, which already is in excess of the orders for new cars for any entire year preceding.

Several Canadian grain steamers are waiting at Depot Harbor, Ont., to unload, the delay arising from the inability of the Grand Trunk Ry. to furnish cars to haul the grain from the elevator as well as the limited elevating facilities.

Pres. Whitcomb of the Wisconsin Central states that during the year contracts were made for the construction of  $45\frac{1}{2}$  mi. of road from Owen to Ladysmith, and that surveys have been made for a line from Ladysmith to Superior and Duluth, 112 mi.

Harbormaster Cowles at Buffalo has sent notice to upper lake shippers that owing to the congested condition of the harbor all incoming vessels will be required to tie up inside the breakwater unless the elevator dock to which they are consigned is clear of boats.

Representatives of 7 industrial ass'ns held a meeting at the Auditorium Hotel, Chicago, Oct. 16, and formulated plans for an expression of opinion by delegates to the Interstate Commerce Law Convention of Oct. 26, contrary to those named by E. P. Bacon in the call.

Puget Sound ports have been given a rate on grain  $2\frac{1}{2}$ c per 100 pounds lower than the Portland rate from central Washington. The minimum carload for shipments between points within the state has been reduced from 24,000 pounds to 20,000 pounds, an additional advantage to Seattle and Tacoma.

Railroads running to New York, after a conference with the transportation committee of the New York Produce Exchange, announced the following as the best they could do to facilitate the movement of grain from Buffalo: "All contracts made after Oct. 7 will be accepted by the railroads subject to delay and with the understanding that should there be any delay in Buffalo resulting in increased storage and insurance the railroads shall be reimbursed for the same by the shipper, but not exceeding 1 per cent per bu." In the face of this impudent demand by the roads the New York grain dealers are doing practically nothing in the way of bringing grain from the west, except occasional lots for rail shipment. In view of the fact that the grain handled at Buffalo this fall is much less than the volume handled in other years in the corresponding time, and that the roads have increased their equipment, it would seem the roads are in a conspiracy to hold back as much of the grain as possible until after the close of navigation, when the grain must go by rail, if at all, and no doubt at an increased rate. The elevators have ample capacity to handle the grain as fast as it comes in and the blockade is due purely to the outrageous refusal of

the roads to furnish the cars to haul it away. There is talk of concerted action by the grain trade to force the roads to supply cars.

Traffic on the Fox River and canal in Wisconsin has revived, the present year breaking the records of recent years. Grain, lumber, coal and merchandise formed the bulk of the cargoes of the little steamers, several making regular trips between Green Bay and points on the Fox, Lake Winnebago and the Wolf River.

Congestion of grain traffic is resulting in a harvest of wrecks of greater or lesser extent. Fourteen cars mostly loaded with grain were thrown off the track near Madelia, Minn., recently; and on the Great Northern at Saunders, Oct. 15, 5 cars left the track, scattering wheat broadcast about the yard. As much of the wheat as could be scraped up was reloaded and the shipper will be expected to stand the loss, unless he kicks vigorously and persistently.

Out in Kansas the people are greatly interested in railway rate legislation, and they are demanding that congress do something in the way of giving effect to the president's recommendation. They will not be satisfied until congress acts. The tariff and other national questions do not bother our people. They are engaged in caring for the enormous crops that have been harvested. They do insist, however, that railroad rates be regulated.—Senator Long.

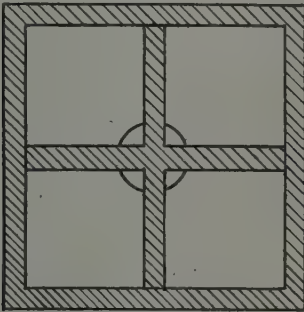
Car shortage at Luverne, Minn., led the Omaha road to offer shippers cars to load at elevators on the Rock Island road, provided the grain was shipped over the Omaha. The Rock Island refused to permit this, and the matter was taken to the state railroad commission, with the result that the Rock Island promised an immediate and full supply of cars. The railroad commission could not be expected to uphold the Rock Island in the position that if that road could not handle the grain no other road would be permitted to aid shippers.

Ninety delegates attended the annual convention of the Upper Mississippi River Improvement Ass'n at La Crosse, Wis., Oct. 10 and 11. Fifty cities and towns between Minneapolis and Cairo were represented. Pres. Thos. Wilkinson in his address stated that the report of the government engineers under the act of the last congress estimated the cost of the deepening of the upper river to 6 ft. at low water, at \$10,860,000. John L. Vance of Columbus, O., pres. of the Ohio River Improvement Ass'n, addressed the convention and promised the co-operation of the Ohio River interests in securing the upper Mississippi River improvements. The next convention will be held at Minneapolis. At the banquet on the night of Oct. 11 Congressman J. J. Esch of Wisconsin was toastmaster, and the following responses were made: "What We Hope to Accomplish," Thomas Wilkinson of Burlington, Ia.; "Illinois and Her Interest in Upper River Improvement," Congressman Henry T. Rainey of Illinois; "Imperial Missouri," Colonel John I. Martin, St. Louis; "The House Committee of Rivers and Harbors on River Improvements," Congressman J. H. Davidson, Oshkosh, Wis.; "Co-operation of River Improvement Ass'ns to Secure Congressional Aid," Colonel John L. Vance, Columbus, Ohio. "The Star of the North," ex-Governor S. R. Van Sant, Minneapolis.

Pres. Roosevelt, in his speech at Raleigh, N. C., Oct. 19, said: "In my judgment the most important thing to do is to give to this administrative body power to make its findings effective, and this can be done only by giving it power, when complaint is made of a given rate as being unjust or unreasonable, if it finds that complaint proper, then itself to fix a maximum rate which it regards as just and reasonable, this rate to go into effect practically at once; that is, within a reasonable time, and to stay in effect, unless reversed by the courts. I earnestly hope that we shall see a law giving this power passed by congress. Actual experience has shown that it is not possible to leave the railroads uncontrolled. Such a system, or rather such a lack of system, is fertile in abuses of every kind and puts a premium upon unscrupulous and ruthless cunning in railroad management; for there are some big shippers and some railroad managers who are always willing to take unfair advantage of their weaker competitors, and they thereby force other big shippers and big railroad men who would like to do decently into similar acts of wrong and injustice, under penalty of being left behind in the race for success. Government supervision is needed quite as much in the interest of the big shipper and of the railroad man who wants to do right as in the interest of the small shipper and the consumer."

## Ladder for Elevator.

One of the simplest, non-breakable ladders ever designed for elevator bins is formed by placing quarter-inch iron hoops where the cribbing forming the bin walls crosses and about a foot apart as is illustrated herewith. In this way



Ladder for Elevator Bins.

strong ladders are provided for four bins and will facilitate the inspection of the interior of any bin so equipped.

We would not recommend it, however, as a means of reaching the cupola of the elevator from the working floor. The proper thing for a terminal elevator is a power passenger elevator and for a small country house, the balanced lift, which makes it easy for employees to inspect the machinery at the top and insures more frequent trips above and better care of the machinery.

To estimate the capacity of a freight car multiply the age of the engineer by the weight of the conductor in pounds. If a large car add a reasonable weight; if a small car multiply by the weight of a reasonably clean brakeman.—The Inspector.

## Rehabilitation of the B. & O.

BY MANDEL SENER.

So great have been the improvements made to the Baltimore & Ohio Railroad during the past eight or nine years that it is now really a new road, and unquestionably one of the very best in the country. Of the track over which the trains were drawn prior to 1896, there is very little left that is in use. In this huge work of reconstruction from one end of the System to the other, over \$100,000,000 have already been spent. In addition there is much work being done, and to be done, in carrying out the plans of the Management.

Between Chicago and the Alleghanies the railroad with the lowest possible grade and minimum curvature will command the flow of the two currents of traffic—coal and iron—from the regions of Pennsylvania and West Virginia; and grain, provisions and cattle seeking the Eastern markets. This was the object of Mr. Murray, now the President of the road, with Mr. Cowen, in the rehabilitation of the property, with the result of now having grades and curves that firmly establish the B. & O. as the most natural route—"the avenue of least resistance"—for the movement of traffic of all classes between the Atlantic Seaboard and the Gateway of the West—Chicago.

While a book could be filled in enumerating the improvements that have been made, in detail, it is interesting to note the most important work. The condensed description of this is herewith given by Divisions, starting from Philadelphia:

**PHILADELPHIA DIVISION.**—Construction of 14 miles of new passing sidings; erection of block signals between Philadelphia and Baltimore, 96 miles; building of a pier for foreign freight on the Delaware River front, Philadelphia, 100x600 feet.

**BALTIMORE DIVISION.**—Enlarging the terminal warehouse at Camden Station, Baltimore, 1000x50 feet and eight stories in height; building a large coal pier at Curtis Bay for loading coal direct from cars to the vessels, with a capacity of 50 tons per hour; the erection of an immense two-story Immigrant Pier at Locust Point, Baltimore, 796 feet in length, where immigrants are landed from the North German Lloyd steamships; practical reconstruction and changing the old Main Line between Relay and Washington Junction, to cut out curves and reduce the grade—there are four tunnels on the line with an aggregate length of a little over 3,000 feet; construction of a new line near Mt. Airy 11 miles in length, with tunnel 2757 feet long; reducing grade from 1 1-2% to .85%. This new line is used by through freight trains, the old being operated for passenger and local freight trains. Building a new line from Washington Junction to Adamstown, five miles in length and used by through freight trains.

**CUMBERLAND DIVISION.**—Construction of a low grade line from Cherry Run to Hedgesville, 9½ miles, used by eastbound freight trains in lieu of a freight track; building the Patterson Creek & Potomac Railroad, 6.9-10 miles and double tracked, this is a cut-off line that saves 11 miles in distance and 808 degrees of curvature, it being used by through freight trains; building the South Branch line to Green Spring Run, 5 miles, and cutting down the grade curvature; building a new roundhouse, machine shops, coal-ing station, ash pit, etc., and 17 miles of



## Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

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## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



## The Minster Machine Company, Minster, Ohio

Mfgs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

## Purifying Grain

### Has Come to Stay

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

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and thus fortifying themselves against competition and picking the plumbs the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

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Earl Park, Indiana

## GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8½x13¼ inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

## Grain Dealers Company

255 La Salle Street

CHICAGO, ILL.



yard tracks at Keyser; construction of third tracks for slow moving freight trains between various points on the Division.

**MONONGAH DIVISION.**—New roundhouse, machine shop, coaling stations, ash pit, etc., and 19 miles of yard tracks at Fairmont; building of Paw Paw Railroad from Buffalo Creek west of Fairmont, to Federal Coal Company's plant, 8 miles; new engine house at Grafton; Cherry Extension from mouth of forks of Cherry River 9 1-4 miles; Cranberry Branch to reach timber land of Gauley Lumber Company, 7 miles; Hacker's Run Branch, 4 7-10 miles, to connect with coal fields; extension of line to Century Coal Company's land, 9 3-10 miles; Point Pleasant, Buckhannon & Tygart's Valley R. R., between Buckhannon and Lemley Junction, 12 5-10 miles.

**WHEELING DIVISION.**—Bellaire "Y" connection; viaduct between B. & O. Benwood bridge and Cleveland, Lorain & Wheeling Railway, to permit running trains direct from Benwood to Cleveland without any backing in or shifting movements.

**CONNELLSVILLE DIVISION.**—Second track, Hyndman to Sand Patch, 20 miles and Garrett to Indian Creek, 45 miles, including low grade single track line between Confluence and east end of Brook Tunnel, 6 miles, this used by freight trains; new roundhouse, machine shop, coaling station, ash pits, etc., and 21 miles of yard tracks at Connelville; Quemahoning Branch, 15 miles; Adamsburg Branch, 1 3-4 miles; extension of Berlin Branch, 4 miles, all reaching valuable coal property.

**PITTSBURG DIVISION.**—New roundhouse, machine shop, coaling station, ash pit, etc., 4 1-2 miles of yard tracks at Glenwood, Pa., Andrew's Run Line, 1 1-4 miles; second track between Rand and Bruce, 5 1-2 miles; two large tunnels at Whitehall and Thomas, on the Wheeling, Pittsburg and Wheeling Branch and changing of the line to reduce grades and eliminate curves, reducing the distance nearly 2 1-2 miles.

**NEW CASTLE DIVISION.**—Nova to Chicago Junction, 23 miles, second track and grade reductions; new roundhouse, machine shop, coaling station, ash pit, etc., and 11 miles of yard tracks at New Castle Junction.

**CLEVELAND DIVISION.**—New coal dock at Lorain with capacity of 600 tons per hour; new roundhouse, machine shop, coaling station, ash pit, etc., and 17 miles of yard tracks at Holloway; new cut-off line from Lester to Chippewa Lake, nearly 9 miles, and for freight service.

**NEWARK DIVISION.**—Second track from Newark to Irwins, 4 miles; from Bellaire to Junction Switch, 2 miles; extension of yard tracks at Newark with grade reductions all along; building an extension from Sayre, Ohio, to coal mines.

**CHICAGO DIVISION.**—Second track from Chicago Junction to Hamler, 71 miles; Mark Centre to Auburn Junction, 23 1-2 miles, Garrett to Avilla, 6 miles; Willow Creek to Wilson, 12 miles; with great reduction in grade. Building an immense grain elevator at South Chicago; commodious yards at Chicago Junction, Garrett and Wolf Lake.

In addition to this a great amount of work was done in laying passing sidings and industrial tracks, the widening of tunnels and strengthening of bridges by re-

placing wooden structures by stone and steel to carry heavy locomotives and trains. Two large bridges were constructed over the Ohio River, one at Benwood and the other at Parkersburg.

Some of the most important improvement work now in progress, which is nearly completed, is as follows:

**BALTIMORE DIVISION.**—The construction of a magnificent general office building at the northwest corner of Baltimore and Charles streets—the "hub" of Baltimore City—to take the place of the old one that was destroyed in the big fire of February 7th and 8th, 1904. This building will be 13 stories in height and furnish ample accommodations for about 2,000 officials and employees. The purchase of ground and erection of the building will cost about \$1,700,000. Second track and alignment revision, Metropolitan Branch, Gaithersburg to Germantown, 4 miles; Barnesville to Dickerson, 3 miles; change of line and grade between Hollifields and Davis, 3 miles, including 2 tunnels, 1,000 feet in length and 500 feet in length; new roundhouses, machine shop, coaling station, ash pit, etc., and three miles of yard tracks at Riverside, Baltimore.

**WASHINGTON TERMINAL IMPROVEMENT:** consisting of rearrangement of tracks, abolishing grade crossings, tunnel under Capital hill, new station and plaza. The station will be used by all lines entering Washington. The Pennsylvania Railroad will reach same from North, via new Magruder connection. The total cost of this improvement will be about \$16,000,000.

**CUMBERLAND DIVISION.**—Third tracks for slow freight trains, Baird to Hansrote, 6 miles; Orleans Road to Great Cacapon, 6 1-2 miles.

**WHEELING DIVISION.**—New terminal, including passenger station, 250' x 90', three stories high, at Wheeling, W. Va.; second track and grade reduction between Flushing and Fairport and Barton and Bridgeport, twenty miles, including large yard at Bridgeport.

**CONNELLSVILLE DIVISION.**—Change of line and new bridge over Monongahela River, west of Fairmont, W. Va., three miles.

**PITTSBURG DIVISION.**—Third and fourth tracks between Wheeling Junction and McKeesport, 10 miles, including commodious yards at Denniston and Demmeler; also yards for various industries between these points. Yard tracks at Smoky Island, Allegheny, 16 miles.

**NEW CASTLE DIVISION.**—Second track, New Castle Junction to Struthers, 14 2-10 miles; third track, New Castle Junction to Mahoningtown, 1 mile; reconstruction T. & M. R. R. from Haselton through Youngstown and vicinity to avoid grade crossings and to reduce grade to 3% west and 37% east, 8.52 miles; Mahoning Valley Western Railway, from western terminus of T. & M. R. R. to Cuyahoga Falls, 43.18 miles. This line, in conjunction with T. & M., forms through line from Haselton to Cuyahoga Falls, a distance of 51.7 miles. In comparison with old line, it saves 6 miles in distance; over seven complete circles in curvature and reduces grades from .6% to .3% westbound and .37% eastbound. Large yards at Ohio Junction and Haselton will be provided to handle business from Carnegie and Republic Steel Companies, respectively. Connection between

old and new lines, at Girard, Ohio, 1.5 miles; second track between Sterling and Nova, 26 miles, including change of line through Lodi, 16 miles, to obtain a .3% west and .37% eastbound grade. When this improvement is completed, double track will extend (except through Bakers-town tunnel) from Pittsburg to Hamler, on the Chicago Division, a distance of 285 miles.

**CLEVELAND DIVISION.**—Two Sherzer Rolling Lift Bridges, over Cuyahoga River, at Cleveland; roundhouse, shop facilities, etc., at Lorain, including 3 miles additional tracks.

**NEWARK DIVISION.**—In and out bound freight houses, with office connecting both with 4 miles of tracks, at Columbus, Ohio; new coaling station, ash pits and three miles of tracks at Newark, Ohio.

**CHICAGO DIVISION.**—Second track from Avilla to Cromwell, 20 miles.

## Moberly Meeting.

In pursuance of a call issued by Secy. Stibbens of the Grain Dealers Union\* of S-W. Ia. & N-W. Mo., a general meeting of Mo. grain dealers and commission men was held at Moberly Oct. 20.

Pres. Hunter called the meeting to order at 2:30 p. m. and announced the inability of the Secy. to be present on account of pressing matters at home. This was the first meeting the Secy. had missed in nine years.

J. H. Wayland, Salisbury who was booked for a speech said: What I intended to say at this meeting was aimed at the country shippers who are non-members of this ass'n, and who I expected would be at this meeting. But I see that the attendance is composed of commission men and members of the ass'n and it would do no good for me to talk to a lot of city guys and members.

Pres. Hunter: There are a great many reasons why the grain dealers of Missouri should be organized, and there is a great deal to be accomplished for the good of the trade in this state. Among other things there is the abolition of the reconsigning charge and switching charge in St. Louis. These things can only be brought about by organization.

At one time in Chicago they let the yard men in all of the railroad yards let out the privilege of sweeping the cars to different parties at \$8. to \$10. a week. In addition to paying the \$8. or \$10. a week the man having the sweeping privilege would police the yards. The abuse got to such a point that they would conspire with the shovelers to leave a lot of grain in the corner of each car. In a short time they got to hauling it away in truck loads. The secretaries of the different ass'ns went into the railroad yards and looked that matter up and found out what the trouble was. They went to the railroads and thru their influence the railroads were forced to take the sweepers out of the yards in Chicago. There was one particular elevator where the shortage was 10 bus. on each car. All these things are helped by the ass'ns. We have tried repeatedly to organize this part of the country and we have said that when you people had an organization strong enuf to pull away from us and elect your own secy. and pres. and elect them at home we would pull out. We are taking this interest in you people because we want the country organized.

W. W. Pollock: We feel the ass'n has done a great deal of good, but think there is great room for improvement. I do not think we will do a great deal of good until we get the dealers to appreciate the value of the organization and get them to attend the meetings. I think the trouble in our part of the country is we can't get enuf people to take an interest in the meeting.

J. H. Wayland: I want to say a word to the commission men of St. Louis regarding destination weights. My experiences with destination weights on cars sent to points in the south and especially in Kentucky and Tennessee have been very unsatisfactory. In one instance the weights were so bad I instructed the commission men not to sell any wheat to go outside of St. Louis or nearby mills and especially not in the South. Unless the men in St. Louis can arrange some plan to weigh the wheat there with Merchants Exchange weights, instead of making it subject to destination weights, so far as I am concerned they can't sell my wheat.

As far as the shippers are concerned, I can't understand why every grain dealer is not a member. The man who sits up in his office and lets the rest of us put in our money is simply a barnacle on the trade. He is putting the load on us.

Mr. Parrott, St. Louis: There is not an honest commission man in St. Louis who will not try to do the best possible with the shipper on grain consigned to him. For my part if there is any preference on grain sold for myself or the shipper I will give the shipper the advantage every time and I do not believe there is a commission man in St. Louis who will not do the same thing. But if the shipper wants the grain sold on destination weights at a cent premium per bu., the commission man has no option but to carry out the shipper's instructions. The shipper should not sell on destination weights. Instruct your commission men to have Merchants Exchange weights apply and he will be glad to carry out your wishes.

W. W. Pollock: I think what has been said is the strongest argument for an ass'n. These things can all be remedied by an ass'n in Missouri. In years past we had a great deal of experience in Kansas City. Kansas City was the rottenest market in the United States, without one exception, on weights, but now the conditions there are altogether different since the Board of Trade established a department to take care of the weighing and it only shows what can be done by taking hold in the right manner.

J. A. Connor: Would it not be a good idea for the ass'n to have a traveling man out to solicit members for the ass'n?

Pres. Hunter: I doubt if it would pay. After holding a meeting in Mexico and giving a banquet which was attended by about 100 dealers we secured only two applications and some members dropped out afterwards. If that is all the applications you can get by holding a meeting of that character with good speakers on the program I do not think it would pay to have a man on the road soliciting members.

M. L. Cobb, Odessa: I think if we plug along for a year or two we will get some of these Missourians shown up. I do not think there is any sense in taking 100 lbs. off of every car in the terminal markets. That is a practice that should be stopped. It should be taken up by this ass'n.

Mr. Parrott: The dealers themselves

are to blame for it because the rules of the railroad and warehouse commission do not allow it.

The bag lending evil came in for condemnation by several of the dealers who are heavy losers every year by the custom.

J. H. Wayland: I lost about \$1000 last year thru lending bags. If we don't lend the farmers bags, we don't get their grain. We have tried it. They get the sacks and let them lay out in the field in the rain until they are ruined. We would be only too glad to discontinue lending bags if we could get the dealers in our neighborhood to do likewise.

M. L. Cobb: We discontinued the practice years ago and arranged with a man to take charge of a bag depot and rent the bags to the farmers. We have never been troubled with bags since.

## CONVENTION NOTES.

The St. Louis delegation captured the meeting.

All were agreed that the bag lender must go.

One lone Kansas City man was in attendance, F. C. Hoose.

Other than St. Louis Merchants Exchange weights were tabooed.

The wash-outs kept all but the most enthusiastic workers from the meeting. The faithful were there as usual.

Ho Ye! Prepare for the rousing meeting of Missouri dealers at St. Louis to launch the new state ass'n.

The following St. Louis dealers came to the meeting: A. Brockman, Waggoner Grain Co.; J. A. Connor; E. F. Daly; G. L. Graham; R. E. Holloway; H. F. Ketchum, S. T. Marshall; H. C. Noland; J. D. Parrott; T. C. Taylor; J. L. Wright.

The following shippers were in attendance: E. P. Crissman, De Witt; M. L. Cobb, Odessa; M. J. Felten, Prairie Lick; O. M. Harrison, Glasgow Mills; W. H. and J. B. Hurt, Armstrong; S. J. Leach, Salisbury; T. J. McNabb, Salisbury; W. W. McKinney, De Witt; Mr. McCutcheon, Pilot Grove; W. W. Pollock, Mexico; J. Sandbothe, Martinsburg; D. B. Sayler, Montgomery; J. H. Wayland, Salisbury.

## Books Received

THE MILLER'S READY RECKONER shows the cost of flour per barrel at any price of wheat from 40 cents to \$1 per bu., and any yield from 4:18 to 5 bus., in American and foreign currency, with the exact value of the feed. Compiled by D. J. Hayes. Bound in flexible leather cover, 132 pages, 3x5½ ins., published by Thos. J. Clark, New Orleans, La. Price, \$2.

REPORT DEPT. AGRI. N-W TERRITORY for 1904 has just been issued by W. Elliott, Commissioner of Agri., Regina, N. W. T., Canada. Statistics on the yield and acreage of spring wheat, oats, barley and flaxseed for 1904 and each of the 6 years preceding for each of the 16 districts of the Territory are given. The 181 pages include the report of the chief weed inspector and an interesting account of experiments in the growing of winter wheat and alfalfa. Over 82,000 bus. of winter wheat were grown in Alberta last year. None of the experimental plots of corn planted ripened last year, tho the large quantities of fodder obtained made it a profitable crop.

Seed corn is badly damaged by freezing before thoroly dry.

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## EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

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## The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.



## Supreme Court Decisions

A broker who sells for his principal at a higher price than he discloses cannot recover commissions.—*Taylor v. Godbold*. Supreme Court of Arkansas. 88 S. W. 959.

An arbitration cannot, after it is properly submitted, be defeated by the withdrawal of one of the appraisers during the investigation.—*Niagara Fire Ins. Co. v. Boon*. Supreme Court of Arkansas. 88 S. W. 915.

In an action against a connecting carrier for injuries to goods, contributory negligence of the shipper in loading the goods on the car of the initial carrier was no defense.—*Walter v. Alabama Great Southern Ry. Co.* Supreme Court of Alabama. 39 South. 87.

In an action against a carrier as such for loss of goods, a prima facie case is established by proof that the carrier received the goods for transportation and failed to deliver them safely.—*Southern Ry. Co. v. Levy*. Supreme Court of Alabama. 39 South. 95.

A shipper cannot recover special damages arising from a railroad company's failure to furnish cars as agreed unless the facts leading to the special damages are made known to the company.—*Choc-taw, O. & G. Ry. Co. v. Rolfe*. Supreme Court of Arkansas. 88 S. W. 870.

An agreement to sell property at a certain time, for a stated price "f. o. b." at a distant place, implies that the seller will ship and place the property on the cars at the designated point free of any expense to the buyer.—*Hunter Bros. Milling Co. v. Kramer Bros.* Supreme Court of Kansas. 80 Pac. 963.

Where a tenant had placed the crop levied on by his creditor, which had been previously gathered, in the possession of his landlord as security for indebtedness due the landlord, the creditor could reach the tenant's interest in the crop by garnishment proceedings.—*Groesbeck v. Evans*. Court of Civil Appeals of Texas. 88 S. W. 889.

In an action by a customer against a stockbroker for an accounting, the fact that so-called accounts had intermediately been rendered did not deprive the customer of his right to a full and complete accounting of all the broker's dealings on his behalf.—*Haight v. Haight & Freese Co.* Supreme Court of New York. 92 N. Y. Supp. 934.

A landlord, by virtue of his lien, has such possessory rights in the crop of his tenant as entitles him to prevent its removal from the premises by a creditor of the tenant under an execution and to maintain an action for the trial of the right of property in order to have the property, if so removed, returned to the premises.—*Groesbeck v. Evans*. Court of Civil Appeals of Texas. 88 S. W. 889.

Where a common carrier gives a bill of lading for goods to be delivered beyond its route, and does not by express agreement limit its liability to loss or injury suffered on its own line, it thereby binds itself for the safe delivery of the goods at destination, and is liable for injuries to the goods, whether on its own line or that

of a connecting carrier.—*Southern Ry. Co. v. Levy*. Supreme Court of Alabama. 39 South. 95.

Where, in a suit against a connecting carrier for injuries to goods, the carrier filed a plea of contributory negligence, an amendment thereto, denying that the goods were injured or damaged while in the defendant's possession, was repugnant to and inconsistent with the admission of defendant's negligence, implied in the allegation that plaintiff's negligence contributed to the injury.—*Walter v. Alabama Great Southern Ry. Co.* Supreme Court of Alabama. 39 South. 87.

## Sale of Grain Mingled With Other Grain.

Courts have reached a diversity of conclusions as to the rules that should govern in cases where the property sold is mixed in an unseparated mass with other property, like or similar.

It seems to be generally held that if the property sold is mixed with other property not like in quality or size, and a certain grade or quality only is sold, then the separation and selection is presumptively a condition precedent to the passing of title.

It is also held in many cases that if there must be a measuring or selecting of certain kinds of property from a mass before the price can be ascertained, then no title presumptively passes. These rules are always subject to the intention of the parties.

In the suit of *Wm. O'Keefe* against *Wm. C. Leistikow* the Supreme Court of North Dakota on June 12, 1905, decided that there was a sale, tho the 70 bus. of flaxseed in question had not been separated from the mass with which it was stored. When the transaction was made plaintiff gave defendant an order upon the party with whom the flaxseed was stored for the delivery of 70 bus. and sent a bill for the price. The bill was unpaid and plaintiff made draft, which also went unpaid. When suit was brought defendant Leistikow contended that title did not pass for the reason that the 70 bus. of flaxseed were not separated from the mass with which they were mingled. The pile contained 74 bus. by weight, all of one quality and grade. The court said:

"Was a separation from the mass, or the measuring of the 70 bus., a condition precedent to the passing of the title to the defendant? We agree that it was not. There was a sale of the flax. It was not an executory contract for the sale thereof. The price was not paid, but that is not necessarily a condition precedent to the passing of title. The payment of it may be waived or it may be insisted on. The flax was in bulk, but its separation is not necessarily a condition precedent to the passing of title. Whether the title passes or not under such circumstances depends upon the intention of the parties, to be gathered from the terms and conditions of the contract and the circumstances surrounding and attending the sale. There is no rule that can be stated to govern all cases. Each must be controlled by its own facts.

"In this case the property was identified and ascertained. The subject-matter of the contract was specified as 70 bus. of flax on the Ops farm. The price was fixed. Delivery was not dependent on the payment of the price, but prepayment waived. Nothing was undetermined, or dependent upon measuring or weighing

of the flax. The mere fact that the 70 bus. were mingled with other flax is not of controlling importance, unless something was to depend upon the measuring. The evidence shows an intent to pass the title at once. There is nothing in the record to negative an intention on the part of the seller to part with the property, nor on the part of the buyer to accept it at once. The buyer and seller became tenants in common of the flax, each having the right to take his share therefrom.

The following cases are in point on this question: *Mecham on Sales*, Sec. 516; *Hurff v. Hires*, 40 N. J. Law, 581; *Mac-kellar v. Pillsbury*, 48 Minn. 396; *Nash v. Brewster*, 39 Minn. 530; *Kimberly v. Patchin*, 19 N. Y. 330; *Chapman v. Shepard*, 39 Conn. 413; *Hoffman v. King*, 58 Wis. 314; *Young v. Miles*, 20 Wis. 615; *Newhall v. Langdon*, 39 Ohio St. 87; *Howell v. Pugh*, 27 Kan. 702; *Riddle v. Varnum*, 20 Pick. 280; *Straus v. Minze-seimer*, 78 Ill. 492; *Crofoot v. Bennett*, 2 N. Y. 258; *Welch v. Spies*, 103 Iowa 389; *Waldron v. Chase*, 37 Me. 414.

"Sec. 3552, Rev. Codes 1899, declares the same principle as follows: "The title to personal property sold or exchanged passes to the buyer whenever the parties agree upon a present transfer and the thing itself is identified, whether it is separated from other things or not."

"This section makes the change of title a matter of intention or contract, and makes the matter of separation immaterial if the property is identified. Appellant claims that a like section in the California Code has been construed by the Supreme Court of that state, and there held in *Blackwood v. Cutting Packing Co.*, 76 Cal. 212, that separation is necessary before title passes. In that case the facts were not similar to the facts of this one, but even in that case separation is stated to be unnecessary where the goods are identified."—104 N. W. 515.

The use of new corn has been begun by the Douglas Corn Starch Co., of Cedar Rapids, Ia., whose tests show the shrinkage of new corn to be 16 per cent more than old corn.

To test wheat when no regular bucket tester is at hand, weigh carefully one hundred of the grains; multiply this by the exact number of hundred grains in a measured bushel, and the result will be the precise test weight.—*Northwestern Miller's* Phoolish Phellow.

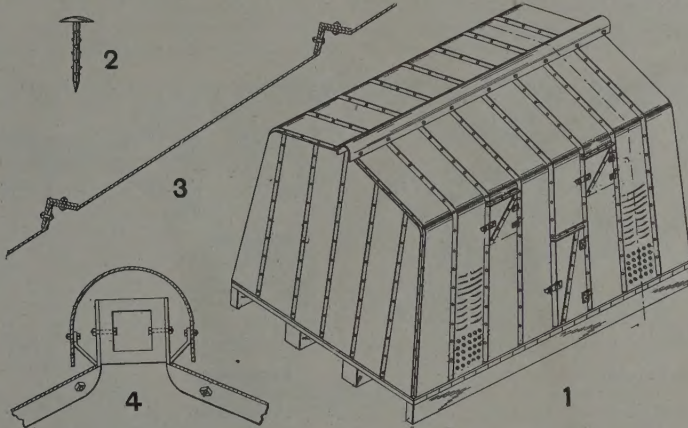
Where persons, after shipping goods by a vessel consigned to themselves, sell the goods while in transit, surrender the bill of lading, take delivery orders, and assign them to the purchasers, and the purchasers demand the goods and receive part of them, the carrier is not estopped, in an action by the shippers for conversion, because of failure to deliver the balance of the goods, to deny the shippers' title.—*Sweeney v. Waterhouse*. Supreme Court of Washington. 81 Pac. 1,005.

Where a completed sale of goods to general commission merchants by plaintiff was rescinded by the parties, but, notwithstanding, plaintiff permitted such merchants to retain the consignment, and so invested them with apparent authority to sell, and they sold to third persons, plaintiff could not assert a claim of ownership against such persons, if they were innocent purchasers on the faith of the apparent ownership.—*Gardiner v. McDonogh*. Supreme Court of California. 81 Pac. 964.

## Knockdown Steel Crib.

A crib that can be shipped in a knock-down condition and readily set up for use without the assistance of a skilled mechanic has been invented by Eugene F. Powell of Everest and Thomas B. Gray of Shawnee, Kan., who have recently been granted letters patent No. 799,755 on their improvements.

Wood flooring is laid upon 4 sills as shown in Fig. 1 of the engraving herewith. The sheet metal covering is secured to the floor by nails having barbs as in Fig. 2. Each stud and corresponding rafter is formed in one piece of angle iron, to the under side of which are bolted the metal sides and roof as shown in Fig. 3. At the ridge of the roof the



Knock-Down Steel Grain Crib.

rafters are turned up and spaced apart by rectangular blocks, covered by an arched ventilating cap as shown in Fig. 4.

Circulation of air is provided for by horizontal slits and perforations thru the panels. The crib is filled thru small doors close to the roof and emptied thru a high door at the middle of the wall.

The pyramidal construction causes nearly all the weight of the grain to rest on the floor, relieving the walls of excessive pressure. No tie rods or braces are required to sustain the walls. This crib is believed to be fireproof, rodent proof and waterproof, and sufficiently well ventilated to prevent the grain from becoming moldy.

A free alcohol bill, prepared by a committee of manufacturers, is to be introduced in Congress to supersede the Boutell bill.

A new indictment was found Oct. 2 by the U. S. grand jury against Edwin Holmes, Frederick Peckham and Moses Haas, involved in the crop report scandal.

Chas. J. Murphy has received from Emperor Nicholas the decoration of the order of St. Stanislaus, in recognition of his services in behalf of Russia's peasants during the famine of 1891.

This has been a great year for the fence trade, but a dealer with a fence guaranteed to keep Jack Frost out of the corn fields could easily double his season's sales during the next month.—*Farm Implement News.*

## Imports and Exports of Rice.

Imports of rice and rice products during the 8 months prior to Sept. 1 were 30,182,606 pounds of rice and 38,861,222 pounds of rice flour, rice meal and broken rice; compared with 49,127,775 pounds of rice and 54,128,015 pounds of rice flour, rice meal and broken rice for the same months of 1904.

Exports of rice and rice products for the 8 months were 62,676,439 pounds of rice and 20,309,710 pounds of rice bran, meal and polish; compared with 2,552,049 pounds of rice and 10,818,648 pounds of rice, bran, meal and polish for the same months of last year.

Exports of foreign rice during the 8 months were 5,970,667 pounds of rice and

10,200 pounds of rice flour, rice meal and broken rice; compared with 6,852,135 pounds of rice, but no rice flour, rice meal or broken rice for the corresponding months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

## Corn Oil and Cake Exports.

Exports of oil cake during the 8 months prior to Sept. 1 were 24,204,380 pounds of corn oil cake and 335,861,166 pounds of linseed oil cake; compared with 11,800,279 pounds of corn oil cake and 395,149,791 pounds of linseed oil cake, for the same months of 1904.

Exports of corn oil for the 8 months were 2,300,352 gallons; compared with 1,567,950 gallons for the same months of last year, as reported by O. P. Austin, chief of the bureau of statistics.

## Exports of Breadstuffs.

Exports of breadstuffs for the 9 months prior to Oct. 1 were 3,946,744 bus. of wheat, 82,752,212 bus. of corn, 10,908,057 bus. of oats, 343,748 bus. of rye, 7,268,932 bus. of barley and 6,363,256 barrels of wheat flour; compared with 9,762,722 bus. of wheat, 34,441,771 bus. of corn, 749,088 bus. of oats, 93,899 bus. of rye, 3,526,226 bus. of barley and 9,048,106 barrels of wheat flour during the corresponding months of 1904, as reported by O. P. Austin, chief of the bureau of statistics.

Oats and wheat made the greatest gains in September. September exports this year were 4,547,000 bus. oats and 2,102,000 bus. wheat; compared with only 73,085 bus. oats and 222,000 bus. wheat in September last year.

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## Patents Granted

Gas Engine. No. 800,700. Alfred Steinbart, Carlstadt, N. J.

Hydrocarbon Motor. No. 801,390. Abbot A. Low, Horseshoe, N. Y.

Gasoline Engine. No. 800,659. Ernest H. Korsmeyer, Rosedale, Kan.

Internal Combustion Engine. No. 800,996. Chas. S. Drummond, London, Eng.

Internal Combustion Engine. No. 801,645. Almon B. Calkins, Belleville, N. J.

Carbureter for Hydrocarbon Engines. No. 801,044. Chas. W. Parsons, Toledo, O.

Rotary Hydrocarbon Engine. No. 800,684. Wm. E. Schneider, Washington, D. C.

Induction Coil for Explosion Motors. No. 800,625. Jules Charpentier, Paris, France.

Carbureter for Hydrocarbon Engines. No. 802,216. John H. Johnston, Paris, France.

Electrical Distributer for Gas Engines. No. 801,850. L. S. Chadwick, Ridley Park, Pa.

Carbureter for Hydrocarbon Engines. No. 802,038. Franklin W. Hagar, Nashville, Tenn.

Valve Gear for Internal Combustion Engines. No. 802,321. Francis M. Rites, Ithaca, N. Y.

Starting Device for Explosion Motors. No. 802,284. Wm. Hagspiel, Ludwigsburg, Germany.

Carbureter for Explosive Engines. No. 800,777. Alfred Westmacott, St. Helens, Isle of Wight, England.

Fuel Mixing Device for Gas Engines. No. 801,927. Harry J. Smith, Buffalo, N. Y., assignor to the Alberger Co., Buffalo.

Ignition Apparatus for Explosion Engines. No. 802,291. Gottlob Honold, Stuttgart, Germany, assignor to Robert Losch, Stuttgart.

Speed Regulator for Explosion Engines. No. 801,169. David F. Williams, Granville, N. Y., assignor to Ruggles Machine Co., Poughkeepsie, N. Y.

Valve Gear for Explosive Engines. No. 802,125. Ernest R. Uhlin, McDonald, Pa., assignor of 1/2 to Barrett D. Tillinghast, McDonald, Pa.

Carbureter for Internal Combustion Engines. No. 801,539. J. S. Moreland, Rochester, N. Y., assignor of one-half to Moss Mosely, Rochester.

Dust Collector. No. 801,806. (see cut) P. C. Miller, Chicago, Ill. The collector has a tangential inlet and a conical dust discharge with a tapering tubular guard for the escape of the purified air. Within the tapering guard are deflectors rigidly attached to the inner walls of the guard.

Grain Weighing or Measuring Apparatus. No. 801,234. (see cut) Herrmann Grassley, Albany, N. Y. The discharge opening of the grain receptacle has a valve automatically closed by a weighted handle. Pivoted to the handle is a rod adjustably attached to the weighing device at different points along its length.

Belt Conveyor Mechanism. No. 800,786. (see cut) Wm. E. Bee, Detroit, Mich.

The patent relates to the construction of the oil chamber whereby the inclined bearing of the troughing roller is lubricated. On the bearing is supported an oil case forming an oil chamber, within which is a spindle. The hub of the roller engages the spindle and both hub and spindle are submerged in the oil.

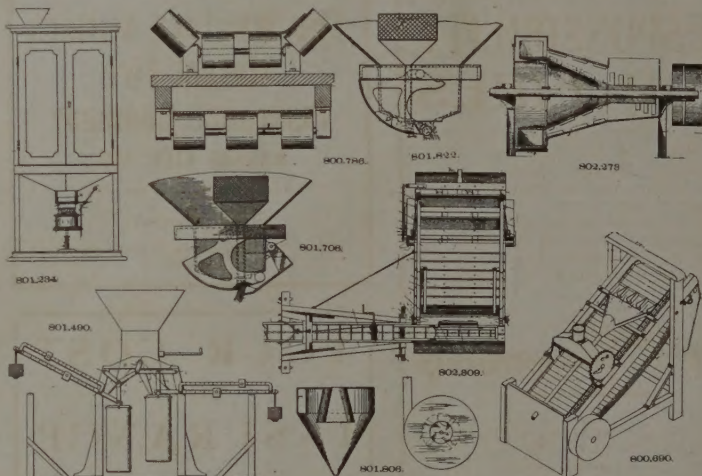
Automatic Weighing Machine. No. 801,822. (see cut) Chas. F. Beakbane and Wm. E. Hipkins, Birmingham, Eng. The valve closing the discharge ends of both the main supply hopper and the dribble hopper is composed of a main and a supplementary gate, the latter moving across the discharge of the dribble hopper. The supplementary gate is independently pivoted and adapted to swing by gravity in one direction.

Combined Grain Elevator and Dump. No. 802,309. (see cut) Daniel Otto, Danver, Ill. The dump consists of a base platform and a tilting platform having

feed hopper has hung in it centrally a valve to open a passage at either side to fill the receptacles alternately.

Corn Sheller. No. 802,273. (see cut) Daniel G. Eikenberry, Bloomington, Ill., assignor of 1/2 to B. S. Constant Co., Bloomington, Ill. The machine comprises two casing members substantially semi-conical in general outline, with the outer flared portions thereof terminating in lateral semicircular enlargements conjointly forming a circular discharging chamber. Arranged within the casing is a rotary shelling member carrying at its flared end radial outstanding blades extending into the circular chamber. The supporting frame has its longitudinal bars provided at their upper and lower edges with lateral flanges having securing bolts passing therethru, also inserted thru flanges of the casing.

\*Grain Separating Machine. No. 800,690. (see cut) Geo. Stuart, Chicago,



pivoted thereto linked-together levers, a wagon chocking bar hung from the rear ends of the lateral bars of the tilting platform. A spring connected to the linked levers and indirectly to the base platform automatically actuates the chocking bar. The chain from the driving shaft runs over pulleys hung upon the levers.

Automatic Weighing Machine. No. 801,706. (see cut) Chas. F. Beakbane and Wm. E. Hipkins, Birmingham, Eng. This is a feeding device for automatic grain weighing machines and has a dribble supply hopper and a main supply hopper, the former being located substantially centrally within the latter, the dribble hopper having an inclined screen top. A single gate cuts off the discharge from both the hoppers, the gate having an opening adapted to register with the discharge end of the dribble spout in timed relation to the closing of the main discharge spout.

Automatic Weighing Machine. No. 801,490. (see cut) Robert D. Webb, Minden, La. Two scale beams are connected with each other by means of toggle levers so arranged that as soon as the links of the toggle lever connected with the scale beam, holding the receptacle being filled, are pulled out of line, the multiplied power of the weights on the other scale beam is exerted thru the toggle lever connected with this beam to aid and positively force the downward motion of the receptacle just filled. The chute from the

Ill., and Chas. McDonald, Cedar Rapids, Ia., assignors to the American Cereal Co., Chicago. This machine is designed to separate hulled from unhulled oats. The surface of an inclined traveling apron has indentations formed therein, the indentations producing a multiplicity of corners or edges which catch the hulled grain, the indentations also serving as pockets to retain small foreign seeds. The grain is fed upon the lower part of the apron, the whole grains passing down, while the hulled grains and the foreign seeds pass up, the foreign seeds being elevated into a receiver at the head of the apron, while the hulled grains are taken off by a catch apron having a flexible edge, the traveling apron being given a slight bend just where it passes the catch apron.

Luther Burbank is talking of getting up some cobless corn.

It looks like a yellow peril right at home with crops ripe and no hands to harvest them.—*Hay Trade Journal*.

Bucket-shops consider customers' margins to be what the big life insurance companies term "non-ledger assets."

A man who doesn't mind being called a bull or a bear will object to being mentioned as a calf or a cub. Queer.

When a crib of corn grows moldy and green, scrape off the green mold and send it to Washington to be made into greenbacks.



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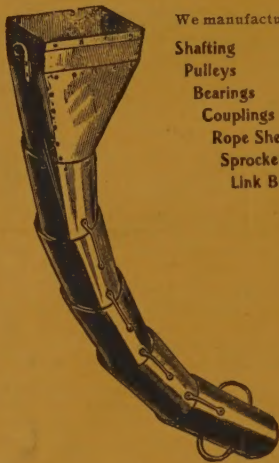
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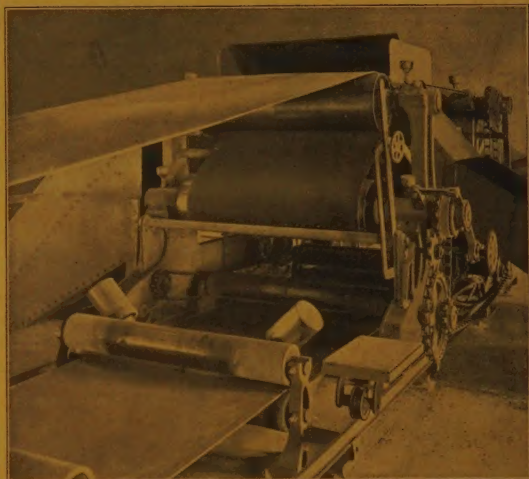


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